The New-York Times.

VOL. XIV......NO. 4329. NEW-YORK, THURSDAY, AUGUST 10, 1865. PRICE FOUR CENTS.

SPORTS OF THE TURF.

The Third Day of the Saratoga Congress.

The Public Interest Fully Maintained.

Baltimore Shows His Heels to the Three-Year Olds.

A Brilliant Dash for the Saratoga Stakes.

ULRICA TAKES THE COVETED PRIZE

The General Scramble for All Ages.

Arcola Takes the Purse and Wins a Name.

Programme of the Races Yet to Come.

KENTUCKY DECLINES FURTHER CONTEST.

From Our Special Correspondent.

SARATOGA, Wednesday, Aug. 9.

The Saratoga association would seem to have received a dispensation from the clerk of the weather; for, brilliant as were the two preceding days of the meeting, they were eclipsed on Wednesday. The sun was just as brilliant, but his rays less scorchingly powerful, whilst a gentle breeze fanned the cheek of beauty as it again thronged the Grand Stand. Indeed, the belles of Saratoga would seem to have taken the racing meeting under their special protection, and the same eager faces are to be seen on each recurring day, their owners appearing to deem it a positive necessity to put in an appearance in some ravishing change of costume.

SUMMARY.

SARATOGA, Wednesday, Aug, 9.

Purse $500 for three-year olds, one and a half miles, winner of Derby or Travers stakes excluded.

Bowie & Hall's ch. c. Baltimore, by Revenue, dam Maroon, by imp. Glencoe. (Abe)	1
Th. G. Moore's b. f. Blue Flag, by Lexington, dam Hennie Farrow, by imp. Shamrock. (Sewell)	4
G. Wheatley's b. f. Optima, by imp. Knight of St. George, dam by imp. Glencoe	5
John Hunter's ch. f. Oliata, by Lexington, dam Fanny Fern. (Gilpatrick)	2
P. C. Bush's ch. f. Gilda, 3 years old, by imp. Mango, dam Juliette, by imp. Sovereign. (Burgoyne)	3

TIME.—Half-mile, 00:53; mile, 1:47½; the mile and a half, 2:41½.

BETTING.—In the heavy pools sold on Tuesday evening, *Blue Flag* was the favorite, fetching $800 to the $600 of *Oliata*, the $30 of *Baltimore*, the $10 of *Gilda*, and the $10 of *Optima*, a large amount of money being laid out on the two leading favorites, especially *Blue Flag*. On Wednesday morning the pool betting underwent an entire change, *Oliata* becoming first favorite, in a pool of $1,710 she bringing $1,050, *Blue Flag* $610, and *Baltimore*, *Gilda* and *Optima* conjointly—the current outside betting at starting being even on *Oliata* against the field.

THE RACE.

The start was made from the half-mile pole at the back of the course, and at the third attempt a good one was effected, the lot going off in a cluster, *Baltimore* inside, *Blue Flag* second place, *Gilda* the third. *Baltimore* immediately showed in front, *Blue Flag* second, *Gilda* third, *Oliata* fourth, and *Optima* last. At the first quarter *Oliata* took the lead, *Gilda* being second, *Baltimore* third, and *Blue Flag* fourth; *Optima* tailed off making the turn. *Oliata* held the lead still, *Old Abe* closely pressing her with *Baltimore*,—*Gilda* and *Blue Flag* being third and fourth, and *Optima* hopelessly out of the race—making the quarter the second time, *Oliata* led two lengths, *Blue Flag* now being second, with *Baltimore* and *Gilda* neck and neck third—*Optima* fifty yards in the rear. At the half mile *Baltimore* drew through his horses, and obtained second place, *Gilda* being third, *Blue Flag* fourth—four lengths in rear, and *Optima* beaten off. At the lower turn *Oliata* still led, *Baltimore* and *Gilda* side by side in her wake, the other two out of the race. *Baltimore* then shook *Gilda* off and went to *Oliata's* head, and took a slight lead. A splendid set-to up the home stretch ensued between Old ABE and GILPATRICK—on *Baltimore* and *Oliata*—the nerve and perseverance of ABE and the gallantry of his horse landing him the winner in a brilliant finish by a neck. The result was a sore disappointment to the backers of the favorites, an immense amount of money changing hands on the result, and long faces being plentiful. The owners of *Baltimore* netted a clean $10,000 at an outlay of $200 in pools, and another party $5,500 for less than $100 outlay. BOWIE & HALL merit eulogy for their persistent energy with *Baltimore*. The race will be long remembered. It was reported that GILPATRICK broke a girth in the race.

SAME DAY.

The Saratoga Stakes, $50 each; p.p.; added $500 for two-years olds.

John Hunter's b. f. Ulrica by Lexington, dam imp. Emilia by young Emilius	1
F. Morris's, ch. f. by Prophet dam Barbarity by Simoom	2
P. C. Busch's Satinstone, by imp. Lapidist, dam Rhoda by imp. Glencoe	3
Bowie & Hall's ch. c. by Lightning dam. Maroon by imp. Glencoe	4

The following were drawn.

P. C. Bush's ch. c. Maelstrom, by imp. Lapidist, dam Parachute, by imp. Yorkshire.

P. C. Bush's b. f. Bella Donna, by imp. Lapidist, dam Madonna, imp. Yorkshire.

J. S. Watson's b. c. by imp. Eclipse, dam Rescue, by Berthune.—Dress orange.

John Hunter's ch. f. Fadette, by imp. Balrownie, dam Comfort, by Irish Bird Catcher.

John Hunter's br. c. Cardinal, by Lexington, dam Blonde, by imp. Glencoe.

John Hunter's ch. c. by Lightning, dam Maroon, by imp. Glencoe.

[BY TELEGRAPH.]

Special Dispatch to the New-York Times.

SARATOGA, Wednesday, Aug. 9.

The day opened auspiciously, and the public interest in the races seemed to be greater than ever.

The first trial was for a purse of $500, for three-year olds, a mile and a half. It was a splendid race, closely contested throughout. *Baltimore* was the winner by a neck; time, 2:41½. The favorites were beaten, and the losses of their backers were heavy. *Oleata* came in second; *Gilda* was third, and *Blue Flag* fourth.

The second race was for the Saratoga stakes for two-year olds; distance, one mile. In this contest *Ulrica* was the victor; time 1:51¼. *Prophet* was second; *Satinstone* third, and *Lightning* fourth.

The third trial was for all ages; purse $300; distance, a mile and a-quarter. *Areola* was the victor in 2:13½; *Minnie Ruth* came next; *Nellie Graves* third; *Luleme* fourth; *Climax* fifth; *Richmond* sixth.

Kentucky will not be in any race to-morrow.

SECOND DISPATCH.

It will be seen that in the race of a mile and a half for the purse of $500, both the favorites, *Oliata* and *Blue Flag*, were beaten by the extreme outsider *Baltimore*, whom *Oliata* had previously defeated. This fell like a thunder-clap on the backers of both *Oliata* and *Blue Flag*, many thousands of dollars changing hands on the issue.

There was some excuse for being out in their calculations as far as *Oliata* was concerned, as the breaking of a saddle-girth precluded her jockey from using any exertion or spurring his horse lest he should lose his seat.

Not so, however, with *Blue Flag*, who was reported by the stable to be fully equal to her stable companion, *Maiden*, who won so easily earlier in the week, and yet cut up miserably in the race, disappointing the anticipations of everybody.

The Saratoga stakes for the two-year olds was another throw in for the fieldsmen, as *Satinstone*, the great leading favorite, was beaten with ridiculous ease by *Ulrica*, the winner, and her second, the *Prophet* filly, who made a fine race of it.

TIME.—Quarter—00:31¼. Half—00:59. The mile 1:51¼.

BETTING.—*Satinstone* was the decided favorite in the pools—in the last one sold of $4,220, she brought $1,600; *Ulrica*, $1,070; the *Prophet* filly, $1,050, and the *Lightning* colt $500. A capital and speedy start was effected, the *Prophet* filly taking the lead at the turn, with *Ulrica* second, *Satinstone* third, and the *Lightniug* colt four lengths in the rear. There was no change of importance at the quarter pole, or down the back, the race appearing to be entirely between *Ulrica* and the *Prophet* filly, *Satinstone* lying behind third, and the *Lightning* colt ten lengths in the rear. At the lower turn *Satinstone* closed up a little, but failed in reaching *Ulrica* and the *Prophet* filly, which two made a gallant race up the home-stretch, *Ulrica* winning cleverly by a length—*Satinstone* a moderate third; the *Lightning* colt beaten off. This result of this race will affect the three-year old events of next Spring.

SAME DAY.

The purse for all ages, which concluded the sports of the day, brought a field of six, and gave rise to considerable speculation outside of the previous favorite *Arcola*—the stable mate of *Kentucky*—who was booked the winner, and was so landed by a length.

A Summer shower set in during this race, but speedily cleared off.

It was announced from the Judge's stand that the flying four-year old would not be entered for the stake tomorrwo, in order to leave it open to less doughty champions.

The affairs of the course were well managed, and everything passed off pleasantly.

SUMMARY.

Purse $300, for all ages, one and a quarter miles.

F. Morris' b. f. Nellie Graves, 4 years, by imp. Eclipse, dam Esta, by Bolivar	3
J. Princes' b. h. Climax, 6 years, by imp. Balrownie, dam Jewel	5
Bowie & Hall's gr. c. Richmond, 3 years, by Two-Bits, dam Faith, by Childe Harold	6
Jno. Hunter's b. h. Arcola, 14 years, by Lexington, dam Topaz, by Glencoe	—
D. McCoon's h. m. Nannie Butler, 4 years, by Lexington, dam Tokay, by imp. Yorkshire	2
P. C. Bush's ch. f. Luileme, 4 years, by Lexington, dam by imp. Yorkshire	4

TIME—Quarter, 0:23; half mile, 0:51½; mile, 1:48½; the mile and one-quarter, 2:13¼.

BETTING.—In the pools, *Arcola* brought $700; *Nellie Graves*, $160; *Luileme*, $100; *Nannie Butler*, $60; *Richmond*, $60, and *Climax* $—. The start took place in a slight rain shower. At last a good send-off was effected, *Nellie* jumping off with the lead, with *Nannie Butler* second, *Richmond* third, *Luileme* fourth, and *Arcola* fifth. Making the turn, *Nellie* had a strong lead, with *Arcola* waiting on her, *Nannie Butler* lying third. There was no change of moment down the back, with the two leading horses who made the lower turn, and came into the home stretch in the same order. *Arcola* then went in front, full of running, and finished the race cleverly by a length—*Nellie* a moderate third, *Luileme* a good fourth, *Climax* fifth, and *Richmond* beaten off, having been nowhere in the race.

Scenes and Incidents at the Saratoga Races—Heavy Betting.

From Our Special Correspondent.

SARATOGA SPRINGS, Wednesday, Aug. 9, 1865.

As the races progress the crowd of visitors increases rather than diminishes. That so many people can find a place to eat or sleep in a town of so limited capacity as Saratoga is wonderful, and yet they do manage to live, or rather to exist, and all appear in comfortable condition. True there are many who sit up all night, indulging in a variety of nocturnal amusements, and take a little sleep during the day, but this class of visitors is comparatively small.

Aside from the races, there are many other things to attract visitors to Saratoga the present week. Each of the large hotels has given or proposes to give a grand ball. GROVER is doing his best at the theatre to interest the promiscuous crowd, and has thus far the present week been liberally rewarded for his trouble. Last night "Aurora Floyd" was presented to a full house; to-night will be given "Married Life," with another piece—indeed there are two plays announced for each of the remaining nights of the week. Then we have a concert company, negro minstrels, serenaders, PLUME on his violin, and a variety of other things more or less attractive, so that abundance of opportunity is afforded to kill time in one way or another, to say nothing of the Pool sales every evening at WHITE'S and UNDERWOOD'S.

THIRD DAY.

There was a larger concourse of people on the track to-day, if anything, than on any preceding day. There were several Major-Generals present, philosophers, poets, politicians, (an unlimited number,) and a very large number of ladies. There were also several of the clerical profession on the grand stand, who seemed to be much interested in the proceedings—indeed, every class and profession in life was represented. The same good order prevailed as heretofore. The fact that ten thousand people, from all parts of the world, can mingle together for one whole week, in the greatest harmony, and that, too, surrounded by the excitement of racing, is one worth recording.

The weather to-day has been oppressively warm, and not a few returned to their homes before the contest of the day had been decided, on account of the heat. The first race was for a purse of $500, for three-year olds, one and a half miles—winners of Derby or Travers stakes excluded. The horses entered were BOWIE & HALL'S.

Bowie & Hall's ch. c. Baltimore, by Revenue, dam Maroon, by imp. Glencoe.

Th. G. Moore's b. f. Blue Flag, by Lexington, dam Hennie Farrow, by imp. Shamrock.

C. Wheatly's b. f. Optima, by imp. Knight of St. George, dam by imp. Glencoe.

John Hunter's ch. f. Oliata, by Lexington, dam Fanny Fern.

P. Cush's ch. f. Gilda, 3 years old, by imp. Mango, dam Juliette, by imp. Sovereign.

At WHITE'S last night, and at the Club Rooms, *Oliata* was decidedly the favorite; indeed, one pool of over $1,100 on *Oliata*. Three of the remaining horses were sold for $50. The fortunate holder of this ticket, as will be seen, won the pool.

As the horses were brought upon the track, *Blue Flag* and *Baltimore* began to come up at the pools, but *Oliata* continued to be the favorite.

The start was a fair one, and once the horses were put to their speed, every voice was hushed, every eye and every thought was centered upon the five horses. The contest was really between *Oliata* and *Baltimore* on the home stretch, but when within a rod of the Judges' stand, ABE, who rides *Baltimore*, applied the gad, passing under the rope half a length or thereabouts ahead. As *Baltimore* began to gain on *Oliata*, the pent-up feelings of the crowd burst forth in a perfect fury of enthusiasm, and the clapping of hands was continued for five minutes or more. When the excitement had subsided, Dr. UNDERWOOD again opened his pool auction for the

SECOND RACE,

for which the following horses were entered:

P. C. Bush's ch. c. Maelstrom, by imp. Lapidist, dam Parachute, by imp. Yorkshire.

P. C. Bush's Satinstone, by imp. Lapidist, dam Rhoda, by imp. Glencoe.

P. C. Bush's b. f. Bella Donna, by imp. Lapidist, dam Madonna, by imp. Yorkshire.

F. Morris' ch. f, by Prophet, dam Barbarity, by Simoom.

J. S. Watson's b. c. by imp. Eclipse, dam Rescue, by Berthune.

John Hunter's ch. f. Fadette, by imp. Balrownie, dam Comfort, by Irish Bird Catcher.

John Hunter's br. c. Cardinal, by Lexington, dam Blonde, by imp. Glencoe.

John Hunter's b. f. Ulrica, by Lexington, dam imp. Emilia, by Young Emilius.

John Hunter's ch. c. by Lightning, dam Maroon, by imp. Glencoe.

Of these only four ran, viz.: *Ulrica*, Morris' filly, *Satin Stone*, and Bowie & Hall's colt.

The race was $50 each, p. p., with $500 added for two year olds, one mile. It was won by *Ulrica* in 1:51¼. The excitement when the horses passed the three-quarter pole was great, but as they neared the judge's stand, Morris' filly leading in the last quarter, *Ulrica* crawled up gradually, and by the aid of a switch and a last desperate effort *Ulrica* won the race. The winning horse and rider, of course, receiving the compliments of the crowd.

The pools for this race stood just before time was called—Hunter's colt, $300; Morris' filly, $350; Bush, $180; Bowie & Hall, $135.

At the close of this race rain commenced falling, but not enough water fell to materially damage the track or incommode visitors.

THE THIRD RACE

was for a purse of $300, for all ages, one and one-fourth miles. The horses entered were:

F. Morris' b. f. Nellie Graves, four-year-old, by imp. Eclipse, dam Esta, by Boliver.

J. Pincus' b. h. Climax, six-year-old, by imp. Balrownie, dam Jewel.

Bowie & Hall's gr. c. Richmond, three-year-old, by Two-Bits, dam Faith, by Childe Harold.

Jno. Hunter's b. h. Arcola, four-year-old, by Lexington, dam Topaz, by Glencoe.

D. McCoon's b. m. Nannie Butler, four-year-old, by Lexington, dam Tokay, by imp. Yorkshire.

P. C. Bush's ch. f. Luileme, four-year-old, by Lexington, dam by imp. Yorkshire.

In this race *Arcola* was the favorite from first to last, and, as will be seen by the official report, won the race by half a length.

RACES TO COME.

The races to come off are as follows, *Kentucky* having been withdrawn:

FOURTH DAY.

FIRST RACE.—Purse of $300, selling race, dash of one and a half miles for all ages; horses entered to be sold for $1,500, (the highest price,) to carry their proper weights; those for $1,000 allowed 7 pounds; those for $600, 14 pounds; those for $300, 21 pounds; the winner to be sold at auction immediately after the race, and all over the price named in the entry to go to the association; the owner to retain his horse if he should not bring the price named.

SECOND RACE.—Purse $1,000, for all ages, three-mile heats.

FIFTH DAY.

FIRST RACE.—Sweepstakes of $50 each, p.p. $750 added for 3 years olds, dash of two miles; winner of the Derby or Travers Stakes £5 extra, but penalties not to accumulate.

NOMINATIONS.

John Hunter's ch, f. Oliata.

John Hunter's b. f. Saratoga.

John Hunter's b. f. Alexandra.

John Hunter's ch. f. Mary Howell.

F. Morris' b. g. by Slasher, dam Elizabeth, by Mariner.

C. Wheatly's b. f. by imp. Knight of St. George dam by imp. Glencoe, out of Mountain Maid's dam, by Eclipse,

J. S. Watson's b. c. Julius by Lexington, dam Julia, by imp. Glencoe.

Bowie & Hall's gr. c. Richmond, by Two-Bitts, dam Faith, by Childe Harrold.

Bowie & Hall's ch. c. Baltimore, by Revenue, dam Maroon, by imp. Glencoe.

T. G. Moore's b. f. Maiden, by Lexington, dam Kitty Clarke, by imp. Glencoe.

T. G. Moore's b. f. Blue Flag, by Lexington, dam Hennie Farrow, by imp. Shamrock.

S. J. Carter's ch. c. by Highlander, dam by imp. Shamrock.

Zeb. Ward's ch. c. Conscript, by Revenue, dam Louisa Jordan.

Zeb. Ward's gr. c. by imp. Knight of St. George, dam by imp. Glencoe.

SECOND RACE.—Purse of $400, mile heats, for beaten horses.

SIXTH DAY.

FIRST RACE—Hurdle Race, purse of $500, dash of two miles, over hurdles 3 feet 6 inches high, four in each mile.

SECOND RACE—Purse of $1,000, for all ages; dash of four miles.

THIRD RACE—Purse of $500, for 2-year olds; one mile; winner of the Saratoga Stakes five pounds extra.

While all the races thus far have been interesting, the great interest is centered on the three hurdle races to come off on Saturday, on which occasion there will, doubtless, be a larger attendance than on any day of the week.

The racing, to-day, commenced precisely at 11½ o'clock, and was concluded at 2:5 o'clock P. M.

One of the riders, SEWELL, a colored boy, who rode Blue Flag, to-day, and rode the winning horse on Wednesday, is a character in his way. He has one broken leg, and the other is crooked; has lost one eye, and when in uniform looks like the veritable Jim Crow; but he is one of the best of riders, and for this reason, on several occasions heretofore, an attempt has been made to kill or disable him. Once a shot from a man who did not wish him to appear on the track took his right eye out, and I believe, one of his legs was damaged under similar circumstances.

It is estimated that $100,000, at least, changed hands on the track. One man alone losing $10,000 on Arcola.

Arrival of the Costa Rica.

The steamship *Costa Rica*, Capt. TINKLEPAUGH, from Aspinwall July 31, at 8 P. M., arrived at this port yesterday morning, with passengers and treasure.

TREASURE LIST.

Duncan, Sherman & Co	$60,534 06	Lees & Waller	263,000 00
Order	18,800 56	Total	$710,316 86
H. Cohen & Co	34,500 00	FROM ASPINWALL.	
Weil & Co	8,320 13	Wells, Fargo & Co.	$5,448 00
Wells, Fargo & Co.	21,000 00	M. A. Asch	400 00
Wm. Seligmann & Co	62,000 00	Flint & Hall	1,025 00
Panama R. Co	22,682 00	Order	1,500 00
Scholle Bros	22,80 00	Parsons & Petit	1,200 00
Eug. Kelly & Co	197,500 00	Trevor & Colgate	1,145 00
		Total	$10,718 00
Grand total			$721,034 86

Attempt to Burn Galveston—Division of the State into Military Districts.

NEW-ORLEANS, Tuesday, Aug. 8.

An extensive fire occurred at Galveston on the 2d inst., involving heavy loss. It was doubtless the design of the parties to burn the town. The transactions of villains in Galveston were never before equaled.

Texas has been divided into three military districts. Gen. TURNER commands the Galveston district, relieving Gen. GRANGER.

The steamer *George Cromwell* has arrived here (New-Orleans) from New-York.

Express Robbery.

TROY, Penn., Wednesday, Aug. 9.

The safe in the office of HOWARD & Co.'s Express, in this village, was entered on the night of the 25th of July, and thirty United States 7-30 notes of $50 each, numbered from 163,737 to 163,766, and ninety United States 7-30 notes of last issue, of $100 each, numbered from 259,828 to 259,917, were stolen therefrom, which have not yet been recovered.

The public are cautioned against buying these bonds. They have never been regularly issued, and are, therefore, worthless, the government having stopped their payment.

The express company has offered a reward of $4,000 for the recovery of the bonds, and the apprehension and conviction of the thieves.

Appointment of Bank Superintendent.

ALBANY, Wednesday, Aug. 9.

Gov. FENTON has appointed Mr. EDWARD HAND Superintendent of the Banking Department. Mr. HAND has been the Deputy Superintendent for the last fourteen years.

Unprovoked Attack upon Gen. Howard.

WATERVILLE, Me., Wednesday, Aug. 9.

The Waterville College conferred the honorary degree of LL.D. on Major-Gen. HOWARD.

The Newfoundland Line.

ASPY BAY, C. B., Wednesday, Aug. 9—Midnight.

The weather is rainy with a very thick fog. Steamer *Clara Clarita* has not yet arrived from Newfoundland.

TWO DAYS LATER FROM EUROPE.

ARRIVAL OF THE CUBA AT THIS PORT.

The Ownership of Confederate Cotton in England.

Important Decision by the Vice-Chancellor.

Gen. Breckinridge Makes His Escape to England.

Dr. Pritchard Executed---Constance Kent to be Transported to Australia.

THE AUSTRIAN PARLIAMENT CLOSED.

Austria Declines to Recognize the Kingdom of Italy.

FINANCIAL AND COMMERCIAL NEWS.

The royal mail steamship *Cuba* which left Liverpool at noon on the 29th, and Queenstown on the evening of the 30th July, arrived here yesterday morning.

The *Edinburgh* reached Liverpool at 3 P. M. on the 27th, and the *City of Limerick* and the *Louisana* on the 28th.

The *China* arrived off Crookhaven at 5 A. M., on the 28th, and reached Liverpool at about 5 on the morning of the 29th July.

GREAT BRITAIN.

OWNERSHIP OF CONFEDERATE GOVERNMENT COTTON.

From the Liverpool Post, July 28.

A case of considerable interest arising out of the late American war, was incidentally mentioned at the Dock Board yesterday. The board were only concerned with the question to whom they were to give up certain cotton in their hands; but the subject had carried the parties into the Court of Chancery, and the board were liberated from all responsibility in the matter by a decision which had been given on a previous day by Vice-Chancellor PAGE WOOD. The motion before the Vice-Chancellor was to restrain Mr. PRIOLEAU, of the firm of Messrs. FRASER, TRENHOLM & Co., from parting with or disposing of a freight of cotton, consisting of some 1,500 bales, which had been shipped from Havana to him, as a Confederate agent, to be turned into money for the purposes of the late rebel government. The United States, as plaintiffs, claimed the property; but the defendant insisted that his title as a successful runner of the blockade was a good one, and that even if this did not hold good, he had a prior claim to the United States, in consideration of the fact that he had lost £20,000 by the Confederate Government. The Vice-Chancellor's decision appears to have been very clear. He said there could be no doubt that the United States were entitled to the cotton, but as to the force of the argument between the Southern Government and Mr. PRIOLEAU, that was a most serious matter, since it was a transaction "between a government *de facto* and the citizen of a country wholly unconnected with the rebel and *de jure* governments. It could not be doubted that when the transaction was entered upon the cotton was the property of the so-called Confederate States, they having bought it with money levied as taxes. The question then was, in what character the Southern Government must be regarded. He held that it could not be deemed a mere band of marauders, but must be presumed to be an actual *de facto* government, exercising authority and receiving submission. What, then, he asked, became of it when its power terminated, and its functions were resumed by the United States? The Vice-Chancellor considered that there could be no difficulty as to the law applicable to this state of things; for international law had settled that when a *de facto* government came to an end its property became that of its successors. He considered, however, that subject to any argument to be hereafter adduced, when the cause was thoroughly heard; these successors to such *de facto* government were bound by the agreement of those to whom they succeeded. This view had been anticipated in the arguments before him, and it had been set up in opposition to it that Mr. PRIOLEAU (or Messrs. FRASER, TRENHOLM & Co) had taken possession of this cotton, knowing that he received it from people who were substantial rebels, and conscious at the same time of the rights of the United States as lawful governors of the so-called Confederate Territory. The Vice-Chancellor considered that this proved too much, since if it were correct the United States might at any time during the war have restrained the departure of any vessel acting as a privateer against the United States, whenever such vessel happened to be in a British port, simply by filing a bill in Chancery. He put very forcibly the argument that the Confederate Government must be held to be a government *de facto*, and not a mere band of banditti, because if they had been a mere banditti, there would have been no rights against them in the United States, but only in the private individuals whose property had been plundered. He considered, therefore, that the United States must take the cotton subject to fulfilling the agreement made between the Confederate Government and Mr. PRIOLEAU; but as much dispute would arise in negotiating the settlement of the affair, and as one half of the cotton appeared to be pretty certainly the property of the defunct government under the agreement and not Mr. PRIOLEAU'S, he ordered that Mr. PRIOLEAU should be appointed receiver in the cause, which would enable him to dispose of the cotton and pay all proper charges, he giving security for £20,000, the amount which would probably be found absolutely the property of the United States. We need not tell our readers that this suit is one of a very interesting character, and that the settlement of it is likely to lead to considerable discussion, although, fortunately, the affair is so entirely in the hands of the lawyers that no diplomatic difficulty is likely to arise out of it. At the Dock Board, yesterday, there was no trouble on the subject, the board simply being freed by the Vice-Chancellor's decision from any responsibility in the matter, Mr. PRIOLEAU receiving the cotton from them upon the terms of the order of the court, and being thenceforward responsible in the matter.

BRECKINRIDGE IN ENGLAND.

Gen. BRECKINRIDGE, Ex-Secretary of War in the rebel government, had arrived at Southampton by the West India mail steamer *Shannon*.

DR. COLENSO.

The friends of Dr. COLENSO, Bishop of Natal, had presented him with a sum of £3,330, raised by about 600 subscribers, partly to make up for the loss of his Episcopal income and partly to testify to his services to the cause of free expression of opinion within the Church of England. The Bishop was about to proceed to Natal.

THE WAR IN THE PLATTE REGION.

The *Army & Navy Gazette*, in alluding to the impending war in the Platte region, points out that England may possibly be involved in the fray on account of her large commercial relations with all the states on the Platte.

DR. PRITCHARD.

Dr. PRITCHARD, who poisoned his wife and mother-in-law, was executed at Glasgow, on the 28th of July, in the presence of an immense crowd, estimated by some at nearly 100,000 people. The wretched man, when on the scaffold, briefly acknowledged the justice of his sentence, and met his fate in a calm and stoical manner.

CONSTANCE KENT TO BE TRANSPORTED.

CONSTANCE KENT would shortly be transported to Freemantle, Western Australia. It is said that the information that her life had been spared produced no visible effect upon her when it was communicated.

THE GREAT WESTERN CANADA RAILWAY.

The Judicial Committee of the Privy Council had confirmed the decision of the Court of Error, in refusing a new trial on the application of the Commercial Bank of Canada, appellants, *vs.* the Great Western Railway Company of Canada, respondents. Appeal dismissed, with costs. The claim of the bank against the railway company was for $945,000.

FRANCE.

The weekly returns of the Bank of France exhibit the trifling increase in the cash in hand of 250,000 francs.

The Bourse was flat and drooping. Rentes, on the 28th, closed at 67.32.

GERMANY.

A Weimar dispatch says it was officially stated that a good prospect exists of a meeting between the Sovereigns of Austria, Prussia, Bavaria and Saxony, at Salzburg.

AUSTRIA.

It is denied that Austria had made overtures to the Emperor NAPOLEON, expressive of an intention to recognize the Kingdom of Italy.

THE SCHLESWIG-HOLSTEIN QUESTION.

In the Federal Diet at Frankfort on the 27th, Bavaria, Saxony and Hesse Darmstadt brought forward the following motion:

1. That the Austrian and Prussian Governments be asked what they have done, or intend to do, toward the definitive settlement of the Schleswig-Holstein question; and whether they propose to call together for coöperation representatives selected by the free votes of the people of the Duchies.
2. That Austria and Prussia be requested to bring about the incorporation of Schleswig with the German Confederation.
3. That, in the event of the latter request being granted, the Federal Diet should declare its readiness to renounce its claims for the payment of the costs of the Federal execution in Holstein, and to assume a portion of the Schleswig war expenses.

The motion was referred, without discussion, to the Committee on Holstein Affairs.

EGYPT.

The abatement of the cholera at Alexandria is confirmed. There had been in all only two deaths in the American community, viz.: Mrs. LANSING, wife of Rev. GULIAN LANSING, American missionary at Cairo, and Mr. W. C. PANGELAKI, a naturalized citizen, at Alexandria.

TURKEY.

Cholera continued to spread in Constantinople. The daily average of deaths was 45.

FINANCIAL AND COMMERCIAL.

LONDON MONEY MARKET.

The Funds, on the 28th, were steady. Consols slightly improved, closing at 90⅛.

The expected advance in the Bank rate of discount to 3½ ℔ cent. having taken place on the 27th, the discount market had become quieter, and the supply showed an increase. Good bills were taken at 3½ ℔ cent.

The weekly Bank returns show a decrease in the bullion of £579,688.

BARING BROTHERS & Co. quote Bar Silver at 5s. ⅝d. @5s. ⅝d.; Dollars, 4s. 11⅝d.@4s. 11¾d.; Eagles, 76s. 3½d.

AMERICAN SECURITIES had been rather dull and irregular, but were firmer on the 28th—United States 5-20s closing at 69¼@69¾; Illinois, (x all,) 80½@81½; Erie, 54¼@54¾.

LATEST.

LIVERPOOL, Saturday, July 29—Evening.

COTTON—Sales to-day 5,000 bales, market closing dull, with a downward tendency. Sales to speculators and exporters, 1,000 bales.

BREADSTUFFS quiet but steady. PROVISIONS steady. LARD—Holders demand an advance.

LONDON, Saturday, July 29.

Consols 90⅛@90¼ for money. United States 5-20s, 69½; Illinois Central Shares, 80½@81; Erie, 54¼@54¾.

LIVERPOOL, Sunday, July 30.

The Paris Bourse was firmer. Rentes closed 67 52.

LONDON, Saturday, July 29.

Five-Twenties, 69½; Illinois Central, 80½; Erie, 54½.

SERIOUS RAILROAD ACCIDENT.

The Norwich Steamboat Train Runs off the Track—One Passenger Killed—A Large Number Injured.

NORWICH, Conn., Wednesday, Aug. 9.

The Norwich line steamboat train, from New-London for Boston, this morning ran off the track seven miles north of New-London. Four cars plunged into the river. Mr. ADAMS, of Northboro', Mass., was killed. Twelve or fifteen others were slightly injured; none seriously. The wounded are receiving every attention from our citizens.

SECOND DISPATCH.

NORWICH, Wednesday, Aug. 9.

A full list of the wounded cannot be obtained until this afternoon. The following is a partial list:

Alpheus Adams, of Northboro, Mass., is the only passenger killed. John Blaisdell, agent of the Lake Shore Railroad, is severely injured in his back. He will recover. Charles Davis, of New-York, cut in his face slightly; Mrs. P. Negley, of Hagerstown, has her arm broken and face cut badly; her daughter is cut in her face slightly; Mr. Becker, of the firm of Lowize & Becker, No. 449 Broadway, New-York, is badly hurt in his leg; Elizabeth Rose and Susie Rose, of Brook line, Mass., are slightly injured.

The accident was caused by a broken rail.

THIRD DISPATCH.

NORWICH, Wednesday, Aug. 9—7 P. M.

The following are additional names of the passengers injured in the railroad accident this morning:

Winey Worth, Nantucket, Mass., cut in head.

Maria Halsey, (colored) Wilmington, N. C., cut on the chin and over the eye.

George F. Sabin, Fitchburgh, Mass., bruised and stunned.

S. G. Johnston, Holliston, Mass., ankle sprained.

James Camey, emigrant, cut on head and hip.

Edward McDonald, emigrant, cut on head and hip.

Patrick Digan, emigrant, bruised on head.

L. P. Goullard, Boston, slightly bruised.

Wm. H. Brown, Baltimore, bruised on head and shoulder.

Mrs. Wm. H. Brown, Baltimore, bruised in head and shoulder.

H. N. Moore, Mobile, Ala., head cut and arm bruised.

Otto Van Hein, slightly cut in head.

Mrs. George W. Funk and daughter, Brookline, Mass., cut in head.

Robert G. Ferguson, Boston, cut in head.

Albert Witt, Worcester, badly bruised in side, back and head.

Richard Dexter, Worcester, neck and hip slightly.

Mrs. George W. Strickland, New-York, severe cut over eye.

Mrs. G. P. Dustan, New-York, cut on forehead.

C. Curry, Boston, face and head cut.

FROM TORONTO.

Movements of Gen. Grant and Suite.

TORONTO, C. W., Wednesday, Aug. 9.

Gen. GRANT and suite arrived here on a special train from Montreal, this morning, and immediately embarked in a steamer for Niagara Falls.

A large crowd assembled at the railroad station, although his arrival was not generally known, and an impromptu hand shaking took place. Then there was a call upon the General for a speech, but to this call be replied with a smile and a shake of the head.

THE ATLANTIC TELEGRAPH.

Probable Failure of the Enterprise.

Seven Hundred Miles Paid Out when Insulation was Interrupted.

CAUSE OF THE DISASTER UNKNOWN.

PROGRESS OF THE WORK DAY BY DAY.

Historical Resume of the Discovery and Progress of Electro-Magnetism.

Interesting Data Concerning Inventions in Telegraphy.

Description of the International Enterprise—Its Progress, Mistakes and Failures.

Complete Details Concerning the Last Attempt.

Present Status--Secret of the Apparent Failure.

Probably none of the readers of the TIMES were unprepared to hear that the last attempt to lay the great Atlantic Telegraph Cable had terminated disastrously. The Heavens seem to have decreed that at present Great Britain and America are near enough to each other, and all the cunning skill of man, aided by the vast power and patronage of wealth falls imbecile in the face of such opposition. Had success attended the enterprise this whole land would from end to end have rung forth pæans of rejoicing; success did not attend it, and the whole land from end to end takes the failure very coolly.

The bulletin of the TIMES announced yesterday noon the arrival of the *Cuba* with latest dates from Europe, bringing word from Queenstown that on the 29th ult., 700 miles of the cable had been paid out when "insulation was lost—cause unknown."

Unsatisfactory and meagre as is this brief announcement, leaving everything in the dark concerning the cause, the public do not seem to be greatly exercised about it, nor do they apparently yearn for details. It's gone, and that's an end of it. In view of the successive failures to lay a connecting wire between this country and the Old World, we have prepared the following

HISTORICAL RESUME

of the discovery and progress of electro-magnetism and the inventions connected with it.

All old and many middle-aged people are familiar with the announcement of Prof. OERSTED'S discovery of electro-magnetism in the year of our Lord 1819, following which M. AMPERE a noted French scientic, invented a bungling electro-magnetic telegraph with a wire for each letter, and a set of keys for the breaking or reëstablishment of the current. A single generation was destined, it would seem, not alone to discover and invent the wonders and possibilities now familiar to us, but also to perfect a system of electric communication which establishes the poles as neighbors, and renders the human race but a single family. Who of us but remembers the story told of FRANKLIN'S taming of the lightning, a story told by those who knew and talked with him; while of our own ken and eyesight we can relate the onward strides of HENRY, MORSE, JACKSON and FIELD. The child whose parents talked of MORSE'S "folly" about the infant's pillow, has lived to see the name of the man of science inscrolled upon the pillars of the temple of enduring fame; has lived to talk by the powers of the air with his friends on the other side of the continent, and now finds himself face to face, eye to eye, and mouth to ear with his Anglo-Saxon cousin beyond the ocean, while with the remoter branches of the one great family he can have as much or as little intercourse as necessity or inclination may suggest.

The earlier days and years of electro-magnetic experiment resulted in little of absolute benefit. Valuable as are all experiments, were of course the feeble attempts of the Hollander and the Frenchman, but it was, after all, left for a Yankee Professor to

MAKE THE FIRST ADVANCE

in the path of scientific progress which was to lead to the present day of successful achievement and world-about rejoicing. Indeed, the entire success of the present undertaking does not at all indicate the quality of our praise, only its quantity, for should continued misfortune attend the oceanic enterprise, it is none the less achievable, as will sooner or later be demonstrated, time alone being the uncertain element. In 1831, Prof. JOSEPH HENRY, then of Princeton College, by the construction and novel combination of magnets, demonstrated the possibility of transmitting the current over long distances. Until that time the idea of using the earth to complete the circuit, the availability of a single wire, or the practical advantage of the system as a transmitter of words or ideas, had not been entertained. Thence until the latter part of 1837 slight improvements were occasionally suggested by various parties, but at the latter period Mr. S. F. B. MORSE filed a caveat for the American Electro-Magnetic Telegraph, presenting an outline of his admirable system. Legal controversies and professional bickerings occupied the time of Mr. MORSE and Dr. JACKSON, and indeed of the entire scientific world, greatly to the detriment of progress and investigation for several years, and it was not until 1844 that

THE FIRST LINE

was built in the United States, connecting Baltimore and Washington, over a route of forty miles in length. Since that time American capital employed by American genius has netted the continent, binding with lines of wire, crossing and recrossing the coasts and the mountains, establishing constant communication between the peoples of the North and South, the East and West, until no part is left untouched by the shock of the electric fire, no hamlet neglected in the distribution of intelligence, no village too obscure for its share of the knowledge of the world.

In time difficulties developed. One of the earliest and most perplexing was the extension and perfect insulation of the wires over streams and sheets of water. Bridges were used when possible, but bridges do not exist everywhere. At other points the wire was elevated by poles placed on prominent points along the banks. But these were always open to objection, and finally the bright idea of a

SUBMARINE TELEGRAPH

was suggested. The plan adopted was to inclose the wire in a coating of India-rubber or gutta-percha, thereby preventing oxidation—a plan which proved eminently successful, and which was in reality the germ of all submarine undertakings.

The first successful submarine telegraph was laid between Dover and Calais, a distance of twenty-four miles, in 1850, since when the following have been built and successfully worked:

Date when Laid	From	To	Length of Cable in Statute Miles and Feet.	
			M.	F.
1851	Dover	Calais	27	
1853	Denmark	Across the Belt	18	
1853	Dover	Ostend	80½	
1853	Frith of Forth		6	
1853	Portpatrick	Donaghadee	25	
1853	Across River Tay		2	
1854	Portpatrick	Whitehead	27	
1854	Sweden	Denmark	12	
1854	Italy	Corsica	110	
1854	Corsica	Sardinia	10	
1854	Perth Amboy, N. J	South Amboy, N. J	1	
1854	Arichat, N. S	Ac's Lennox Pass'e.	1	
1854	Harlem, N. Y	Across Harlem River		225
1854	Norwalk, Conn	Across Norwalk Riv.		175
1854	Westport, Conn	Saugatuck River		300
1854	Bridgeport, Conn	Ac's Pequonnock R.		125
1854	Naugatuck, Conn	Across Conn. River		300
1854	Naugatuck, Conn	Across Conn. River		300
1855	Plaister Cove, N. S	Port Mulgrave	1⅛	
1855	Egypt		10	
1855	Italy	Sicily	5	
1856	Newfoundland	Cape Breton	85	
1856	Prince Edward	New-Brunswick	12	
1856	Strait of Canso	Cape Breton, N. S	1½	
1856	Rouse's Point, N. Y	Ac's L. Champlain		450
1856	Canals, drawbridges	&c., &c., &c	1	720
1856	Ogdensburgh, N. Y	Prescott, C. E	1	120
1856	Five miles above	Sorel, C. E	1	260
1856	Sorel, C. E	Sorel, C. E		350
1857	Bush & Gunp'er, Pa.	Drawbridge		300
1857	Bush & Gunp'er, Pa.	Drawbridge		300
1857	Lambertville, N. J	New-Hope, Penn		400
1857	Morrisville, Pa	Trenton, N. J		300
1857	Trenton, N. J	Morrisville, Penn		300
1857	Trenton, N. J	Morrisville, Penn		300
1857	New-Brunswick, N.J.	Canal Crossing		300
1357	New-Brunswick, N.J.	Canal Crossing		300
1857	Newark, N. J	Drawbridge		300
1857	Newark, N. J	Drawbridge		300
1857	Newark, N. J	Drawbridge		300
1857	Newark, N. J	Drawbridge		300
1857	Hackensack, N. J	Drawbridge		300
1857	Hackensack, N. J	Drawbridge		300
1857	Hackensack, N. J	Drawbridge		300
1857	Hackensack, N. J	Drawbridge		300
1857	Hackensack, N. J	Drawbridge		300
1857	Havre de Grace, Md.	Perryville, Md	¾	
1857	Perryville, Md.	Havre de Grace, Md.	¾	
1857	South Amboy, N. J	Ac's Raritan River	¾	
1857	New-York	Hoboken, N. J	¾	
1857	New-York	Hoboken, N. J	¾	
1857	India P't Br'e, Mass.	Providence, R. I		125
1857	Parkersville, Va	Across Ohio River		1670
1857	Boute D'Lisle, C. E.	12 miles b Montreal		1500
1857	Boute D'Lisle, C. E.	12 miles b Montreal		850
1857	Quebec, C. E	Caronage, C. E		3400
1857	Newark, N. J	Drawbridge		300
1857	Norway	Across Fiords		40
1857	Across mouths of	Danube		3
1857	Ceylon	Mainland of India		30
1858	Italy	Sicily		8
1858	England	Holland		140
1858	England	Hanover		280
1858	Norway	Across Fiords		16
1858	South Australia	King's Island		140
1858	Ceylon	India		30
1858	Arichat, N. S	Across Pugwash Har.	1⅛	
1858	Highlands, N. Y	Shrewsbury River	¾	
1858	Boston, Mass	E. Cambridge, Mass.		125
1858	Parkersburgh, Va	Ohio River		2400
1858	Black Rock, N. Y	Crossing river		2800
1859	Camden, N. J	Philadelphia, Penn	1	
1859	St. Louis, Mo	Cairo, Ill		2500
1859	Meredosia, Ill	Across Illinois River	¼	
1859	Benicia, Cal	Martinez, Cal	1	
1859	Hell Gate, N. Y	Across E. River, N.Y.		2000
1859	Guilford, Conn	Across Conn. River		100
1859	New-London, Conn	Across Conn. River		190
1859	New-London, Conn	Across Conn. River		1200
1859	Terra Haute, Ind	Ac's Wabash R. Ind.		250
1859	Terra Haute, Ind	Ac's Wabash R. Ind.		250
1859	St. Louis, Mo	Ac's Mississippi Riv.		3000
1859	St. Louis, Mo	Ac's Mississippi Riv.		3000
1859	St. Louis, Mo	Ac's Mississippi Riv.		3000
1859	Alexandria			2
1859	England	Denmark		368
1859	Sweden	Gotland		64
1859	Folkstone	Bologne		24
1859	Across Rivers	In India		10
1859	Malta	Sicily		60
1859	England	Isle of Man		36
1859	Suez	Jubal Island		220
1859	Jersey	Pirou, France		21
1859	Tasmania	Bass Straits		240
1860	France	Algiers		520
1860	Corfu	Otranto		90
1860	Denmark	(Great Belt)		28
1860	Dacca	Pegu		116
1860	Barcelona	Mahon		180
1860	Minorca	Majorca		35
1860	Iviza	Majorca		74
1860	St. Antonio	Iviza		76
1860	New-York	Hoboken, N. J	¾	
1860	Through Victoria	Bridge, Montreal	2	
1860	Through Victoria	Bridge, Montreal	2	
1860	Quincy, Ill	Ac's Mississippi Riv.	1	
1860	Greenport, L. I	Sag Harbor, L. I	1⅛	
1860	New-York, N. Y	Hoboken, N. J	¾	
1860	New-York, N. Y	Hoboken, N. J	¾	
1860	New-York, N. Y	Hoboken, N. J	¾	
1860	Sarnia, C. W	Port Huron, Mich		1500
1860	Niantic River, Conn.	Across Niantic River		125
1860	Niantic River, Conn.	Across Conn. River		300
1860	Warren, Mass	Across Fall Riv., Mass		1500
1860	Perryville, Md	Havre de Grace, Md.	¾	
1861	Philadelphia, Penn	Camden, N. J	1	
1861	Norway	Across Fiords		16
1861	Toulon	Corsica		185
1861	Holyhead	Howth, Ireland		64
1861	Malta	Alexandria		1535
1861	Newhaven	Dieppe		80
1862	Pembroke, W'ls	Wexford, Ireland		63
1862	Firth of Forth			6
1862	England	Holland		130
1862	Across River Tay			2
1862	Troy, N. Y	Across Hudson River		300
1862	Henderson, Ky	Across Ohio River	½	
1862	Paducah, Ky	Illinois Shore, O. R		3000
1862	Paducah, Ky	Across Tenn. River		1000
1862	St. Louis, Mo	Ac's Mississippi Riv.		3000
1862	Henderson, Ky	Across Ohio River		3000
1862	Louisville, Ky	Across Ohio River		1800
1862	Cincinnati, Ohio	Across Ohio River		1500
1862	Pt. Pleasant, Va	Across Ohio River		1800
1862	St. Louis, Mo	Ac's Mississippi Riv		3000
1862	Fortress Monroe	Cherrystone	23	
1862	Fortress Monroe	Newport News	3	
1863	St. Charles, Mo	St. Louis, Mo	½	
1863	Albany, N. Y	Hudson River		1200
1863	Cairo, Ill	Ky. Shore O. River		3500
1863	New-Brighton, S. I	Ac's the Kills, N. Y.		3000
1863	Tottenville, N. Y	Across Bay of N. Y		2000
1863	Troy, N. Y	Across Hudson Riv		230
1863	Benwood, Va	Bellaire, Ohio		1500
1863	St. Louis, Mo	Ac's Mississippi Riv.	½	
1863	Alburg, Vt	Swanton, Vt		130

Of course, no one at that time dreamed of an Atlantic cable: that was further along—a younger brother, whose birth was as yet uncontemplated from the womb of time, whose prophecied coming even would have been received with shouts of "derisive laughter." In 1851 the columns of the London *Atheneum* contained a proposition from an adventurous speculator, who suggested that a wire, enveloped in a double coat of gutta percha and hemp, might easily be laid between the coast of Ireland and Newfoundland. The proposition met with no favor, but much discussion. The

SCIENTIFIC DIFFICULTIES

in the way were such as to disarm the project of possible success. For instance: In the ordinary arrangement of the wires of the telegraph, where they are stretched upon posts, and insulated by glass and the surrounding air, the current runs along as a simple stream, and with a velocity almost inappreciable, while, when the wires are inclosed in a sheet of insulating substance, and placed in a metallic envelope or moist medium, the case is materially different. The influence of induction becomes a retarding power. As soon as the central wire becomes electrically excited, that excitement operates upon the adjoining layer of metal, or moisture, and calls up in it an electrical force of an opposite kind. Each of these forces holds fast an equivalent portion of the other, and the electricity of the central wire is thus prevented from freely moving onward. In other words, it was found that a submarine cable was virtually a lengthened Leyden jar, transmitting signals while being charged and discharged, instead of allowing the stream to flow dynamically and evenly along it. When used it must first be filled, then emptied, a very simple operation, of course, but one requiring time, and time, too, depending on the length of the line, as it was demonstrated that the length increased the time proportionately.

Electricians throughout the scientific world devoted themselves to a solution of the problem, and many interesting and instructive experiments were made, resulting in great benefit to the progress of science. In 1855, when more complete and perfect instruments were available, and when new lines of telegraph afforded facilities for experiment, it was found that a current required a second and a half to discharge itself after a movement through 1,146 miles of wire. This was a rate of speed which precluded the use of the wire for commercial purposes, and putting quite beyond the power of capitalists the making of a line for the sake of profit. Experiments were then tried with different kinds of electricity over the same wire, it being hoped that the following current might clear away the preceding. The result was a success, and by the alternate working of positive and negative currents, the electric equilibrium of the wire was continually restored, each current cleaning away the inductive influence of its predecessor which had been left behind, and the operator securing a perfect record of seven or eight currents in a single second. It was also found that successive charges of electricity, either of the same or opposite kinds, could travel along lengthened conducting wires simultaneously, following each other like waves of the sea. Alternate positive and negative signals were sent along 900 miles of wire at the rate of eight signals per second, and two signals reached the terminus after the act of transmission had ended. This, therefore, indicated the overcoming of one of the difficulties, showing a way in which the rapidity of transmitting electrical currents along a submarine wire could be increased; it needed simply the use of opposite currents—positive and negative alternately.

It was also feared that a diminution of the currents' power to produce mechanical effects, and a loss of speed, would naturally occur, thereby materially interfering with the practical working of the wire. Experiments were made with the voltaic and magneto-electric currents, with large wires and small wires, and it was conclusively demonstrated that the loss of power was slight; that the maximum speed of the magneto-electric current was six times greater than that of the voltaic, and that small wires are infinitely preferable to larger ones.

These points settled, it was conceded that, theoretically, no further difficulties stood in the way of a usage of an Atlantic telegraph, once laid; it was then necessary only to ascertain whether signals actually sent by currents through 2,000 miles of cable could be accurately recorded. Under the skillful manipulation of Mr. BRIGHT, the engineer, and Mr. WHITEHOUSE, the electrician, ten gutta-percha covered wires, each 200 miles in length, were connected, so that a continuous circuit of 2,000 miles was obtained. Through the whole length signals were distinctly and satisfactorily passed at the rate of 210, 241 and 270 per minute. Experiment having shown that the conditions present in insulated wires under the ground and beneath the sea are analogous, the result was regarded as establishing, beyond all reasonable doubt, the practicability of working the Transatlantic Telegraph.

This brief synopsis sweeps away the rubbish of time's delay, and brings us to the threshold of the great undertaking of the age, the

LAYING OF THE ATLANTIC CABLE.

There need be no grand and lofty chirographicies at this point. The enterprise possesses all elements of moral and political grandeur, needing no trumpetuous heralding nor unseemly puffing. Should success crown the effort, whether it be to-day or a hundred years from to-day, the conception and undertaking of so grand an achievement can be surpassed in sublimity only by its completion. Of the company which first determined to invest its capital in the hazardous enterprise, Messrs. CYRUS W. FIELD and PETER COOPER, both of New-York, were the prominent men. Having secured a charter in April, 1854, it appointed Prof. MORSE as electrician, and proceeded to connect St. Johns, N. F., with the lines already in operation in the British North American Provinces and the United States, by submerging thirteen miles of cable across the Straits of Northumberland, and eighty-five miles in the waters of the St. Lawrence. England and the Continent had already been connected with Ireland, irrespective of any design to extend the telegraphic communication toward the West, so that there then remained but a single gap to fill in—the Atlantic Basin. The solution of the problem, where to cross and how to do it, thenceforth occupied the attention of the directors and of the distinguished professionals retained in the service of the company. Without entering at all upon the discussion of many nice questions which came before them for determination—discussions which, in a scientific journal, would be both pertinent and interestingly instructive—we will state the results of the investigations. They taught

That gutta-percha-covered submarine wires do not transmit as simple insulated conductors, but that they have to be charged as Leyden jars before they can transmit at all.

That, consequently, such wires transmit with a velocity that is in no way accordant to the movement of the electrical current, in an unembarrassed way, along simple conductors.

That magneto-electric currents travel more quickly along such wires than simple voltaic currents.

That magneto-electric currents travel more quickly when in high energy than when in low, although voltaic currents of large intensity do not travel more quickly than similar currents of smaller intensity.

That the velocity of transmission of signals along insulated submerged wires can be enormously increased, from the rate indeed of one in two seconds to the rate of eight in a single second, by making each alternate signal with a current of different quality, positive following negative, and negative following positive.

That the diminution of the velocity of the transmission of the magneto-electric current in inductive-embarrassed coated wires, is not in the inverse ratio of the square of the distance traversed, but much more nearly in the ratio of simple arithmetic progression.

That several distinct waves of electricity may be traveling along different parts of a long wire simultaneously, and within certain limits, without interference.

That large-coated wires used beneath the waters or the earth are worse conductors than small ones, so far as velocity of transmission is concerned, and therefore are not so well suited as small ones for the purposes of submarine transmission of telegraphic signals; and

That by the use of comparatively small-coated wires and of electro-magnetic inductive coils for the exciting agent, telegraphic signals can be transmitted through 2,000 miles with a speed amply sufficient for all commercial and economic purposes.

With full faith in the power omnipotent of combined science and wealth, the celebrated Atlantic Telegraph Company was formed, mainly by the influence of Mr. CYRUS W. FIELD, who was sent by his American associates in 1856 to England with a view of effecting such arrangements as in his opinion promised best for the completion of the great enterprise. Three hundred and fifty shares of one thousand pounds each were taken, the charters, and grants, and privileges, and patents of the old companies were made over to the new, and everything that money could secure or science suggest was at its disposal.

THE ROUTE,

however, was yet to be selected. It's one thing to buy a horse and quite another to keep him; it's one matter to project a telegraph and buy the wire; its quite another to lay the wire and run the machine. Several routes were proposed, but as they were rejected we need not allude to them. The one which gave the greatest satisfaction is known as the telegraphic plateau, which is only some 12,000 feet below the level of the sea and extends in a continuous ledge from Cape Clear in Ireland to Cape Race in Newfoundland; the greatest depth being in mid-ocean, whence it ascends imperceptibly to the shore on either side. To verify the information then in the possession of the scientific world, Lieut. BERRIMAN was twice dispatched in the *Arctic* to make soundings along the proposed line, while as a check upon his observations, Her Britannic Majesty's steamer *Cyclops* traversed the ground in an opposite direction. The knowledge thus obtained was conclusive. The plain was gently leveled, so deep as to be below the reach of disturbing superficial causes and composed of particles of shells, so minutely triturated as to render their character indetectible save with the aid of the microscope. The presence of these shells clearly showed by the light of science that for ages these profound depths had rested in undisturbed security, that for uncounted centuries unmoved by the warring elements or the flow of waters, entire quiet, absolute repose had reigned along the bottom of the deep. It encouraged also the hope that the cable, when once laid, might rest as tranquilly—perchance as long, while the tendency evinced by these infinitessimal fragments to agglutinate to metallic centres held out the probability that the submerged cable would soon be incrusted by them, and a fresh element—if things so old and salty can by any possibility evolve anything fresh—of security so obtained.

However, speculations to the rear, facts to the front. This route was adopted then, and is adhered to as the best for

THE PRESENT CABLE.

So that while these narratives-reminiscent are interesting historically they possess a vitality which only living subjects have. Indeed while in certain specific improvements the present cable differs in construction and uncoil from its predecessors, the main features of the several preparations and failures have been identical with each other. Of the failures made hitherto it may be ungracious to speak, but they form links in the chain of events, which, dropped from sight, destroy the symmetry of the whole. After much investigation, much experimenting, and great delay a cable was selected, which was supposed at that time to be perfect in construction. The central conducting wire was a strand made of seven wires of purest copper of the gauge known to the trade as No. 22. The strand itself was about the sixteenth of an inch in diameter, and formed of one straightly drawn wire, with six others twisted around it. This was made by the central wire being drawn from a drum through a hole in a horizontal table, while the table revolved rapidly, carrying near its circumference six reels or small drums, each armed with copper wire. Every drum revolved on its own axis, and delivered its wire as it turned. This twisted form of conducting wire was first adopted for the rope laid across the St. Lawrence in 1856, and was employed with a view to the reduction to the lowest possible amount of the chance of continuity being destroyed in the circuit. It is improbable, in the highest degree, that wire of this construction should break in precisely the same spot in any two of the wires of the strand, and all the seven wires might be broken at different points of their length, without in the least impairing the capacity of the whole as a transmitter of the electric current.

THE FIRST ATTEMPT.

Well, all things being adjusted so far as human foresight could determine, the company determined to construct a cable, and lay the same in the month of August, 1857. The *Niagara* and the *Agamemnon* were detailed for the service, and the 2,500 miles of cable were coiled away, half on each vessel, and each *twisting in different directions.* The vessels had been sent by the two governments, and were placed entirely at the disposal of the company.

It may not be uninteresting to give here a general description of the machinery for paying out the cable used on the expedition. This machinery, as was then supposed, was perfectly adapted to meet all the service required of it—in calm and in storm—and was intended to give the most complete control and mastery of the cable under all circumstances. The *controlling machine*, as it was styled, stood behind the *Niagara's* mizenmast, and occupied the whole deck. Four cast-iron sheaves, or cylinders, about five feet in diameter, were ranged in line with one another, fore and aft. The first, commencing forward, was single-grooved; the second and third were double-grooved, and the fourth was single-grooved. The cable, as it came up from the hold of the ship, passed over one of the grooves in the second drum—then under it backward and over and around the first single drum—thence it returned over the remaining groove in the second—then it went directly across to one groove in the third, following but a small arc in its periphery—thence to the last single drum, and downward around this back to the preceding double one, and, finally, over the unoccupied groove in that to a *fifth* grooved drum standing out upon rigid arms over the stern, from which it was dropped into the sea. The grooves in all these drums were exactly adapted, in size and form, to the cable. The passing and repassing of the cable over them served to afford friction-service for controlling the velocity of the rope in passing out. But additional checks for this purpose were provided. The four drums were so connected by gearing that their motions were exactly coincident—the motion of any one of them involving corresponding motion in all the rest. Upon two of the shafts, moreover, friction-brakes—the same in principle as those used upon railroads—were applied, to control the velocity of the drums; and to these, which were worked by a screw, was attached a balance, which was to indicate the precise amount of strain thrown upon the cable at any moment. The screw was worked by a crank, at which was stationed an officer whose duty it was to watch the balance and regulate the friction of the brakes accordingly, In the electrician's department, there were signals every second, by electrical currents, passed through the entire length of the cable. At the side of the vessels there were also patent logs, hanging down into the water, with vanes and wheels, turning faster or slower, according to the velocity with which the ship dragged them through the water. One of these wheels had been so arranged as to make and break an electric circuit at every revolution, and record upon the deck of the ship, by apparatus provided for the purpose, the speed of the vessel. A bell also sounded upon every passage of the electric current through the cable. The brakesman, therefore, watched the balance which indicated the strain upon the cable, and tightened or relaxed it as occasion required. He was also to listen for the bell, and if at any time its sound ceased—indicating an interruption in the circuit—he was to stop the machinery, the vessel would be backed, and a winding machine, provided for the purpose, and worked by a horizontal steam-engine of about 20-horse power, would be at once set to work gathering up the slack rope as the vessel moved astern—the electrician all the while testing the insulating continuity of the cable, yard by yard, until the defective portion had been discovered. This would then be cut out and the gap supplied by joining up the ends of the uninjured parts, when the paying-out and testing would be resumed as at the first.

In ordinary weather, or even with brisk, strong winds, either ahead or astern, the work could go on without interruption, as the motion would not be so great as to prevent the machinery from retaining complete control of the cable. But if the wind should blow astern so heavily as to make it necessary for the vessel to come up head to the wind, an apparatus was prepared for paying out over the bow, similar to that already described. And in case a regular gale should arise strong enough to render it impossible for the vessel safely to retain hold of the cable at all, preparations were made for abandoning it temporarily. Upon the deck stood two large reels, each wound round with a very strong auxiliary cable, composed of iron wire only, and capable of resisting a strain of ten or twelve tons. Of this there were about two miles and a half on each reel. In case of a heavy storm rendering necessary the abandonment of the cable, it would be *cut*, and the sea end attached to the end of one of these strong iron cords wound upon the reel. This would then be rapidly let out, and the telegraph cable lowered to the quiet bottom of the sea, leaving the entire strain of the tempest to be borne by the iron cord. As soon as possible, moreover, the end of this cord would be attached to immense buoys, shaped like the quill-float of the angler's line, and provided with reflectors, so as to be easily seen, which would be tossed overboard and left to sustain the cable until the storm should subside, when they would again be picked up, the cable recovered and rejoined to the part remaining upon the ship, and the work proceed as before.

This looked well and promised well, but the sequel demonstrated the folly of trusting to looks or promises, or putting unlimited faith in the finite wisdom of man.

As soon as the cable was entirely coiled upon the vessels the expedition sailed. It was at first determined that the ships should proceed to mid-ocean, splice the cable, and each go its own way, uncoiling as she went. At the last moment this was altered, and the *Niagara* was directed to commence uncoiling at the Irish coast and proceed to mid-ocean, where the *Agamemnon* would join her, unite the ends of the cable and go thence to Newfoundland. Everything seemed as it should, and amid the cheers and huzzas of an excited population the *Niagara*, accompanied by her consort and the six attendant steamers, left the beautiful harbor of Valentia on the afternoon of the 5th of August on her mission of science.

That she failed we all know. On the 11th of August, after paying out 335 nautical miles, the cable broke. There was a heavy swell on at the time. On the afternoon previous, the cable was thrown out of the controller on two different occasions, and was very badly strained. It seems that at the time of the rupture, the engine was applying a pressure of 3,000 pounds, the vessel was making four knots an hour, and the cable was paying out at the rate of six. It was thought there was not enough of it to warrant such a disbursement, and the strain was unwisely tightened. At that moment the stern of the *Niagara* was low down in the trough of the sea; as she rose, the extra strain thus occasioned was more than the cable could bear. It gave way under the pressure, and, parting at some distance from the ship's stern, it sank down like lead through the waters on that portion of the telegraphic plateau between Ireland and Newfoundland, where the Atlantic reaches its maximum depth of not less than 2,000 fathoms. Thus ended the first lesson. Though this first attempt to lay the great ocean telegraph was a disappointment, yet the people on both sides of the Atlantic had a firm faith in the accomplishment of the enterprise at some future period. First attempts are almost always failures; and after the fleet had returned to England, the general opinion among those most qualified to judge was, that enough had been learned in the first essay to render success thereafter morally certain.

A SECOND ATTEMPT

was at once resolved with the following features:

1. A junction of the telegraphic cable in mid-ocean.
2. The provision of a greater length of cable.
3. The selection of an earlier season of the year.
4. An improvement in the paying-out machinery.

The early Summer was adopted as the best season of the year, and arrangements were perfected by which the vessels employed on the first occasion should be ready by the middle of May. The improvement in the paying out machinery was introduced while the ships were loading at Plymouth. The principle of it was very simple. There was a leading sheave, whereby the cable was guided out of the hold, or from the coil, on to two sheaves, grooved in several places, and around these grooves the cable passed. On emerging from the grooves it passed under another grooved wheel, which wheel moved up and down in a frame, so constructed as nearly to keep it vertical, according to the impulse or relaxation of impulse communicated to it by the cable. From this wheel it passed to a wheel at the stern of the vessel, and thence into the sea. The sides of the frame in which the wheel moved were graduated so as to indicate, to a few pounds, the exact weight or pressure that was being put upon the cable.

The retarding power applied to the grooved wheel was communicated by four flat wheels, two attached to the axis of each grooved wheel. Around each of these flat wheels was a brake formed by a fillet of wood attached to an external circle of iron, and the the ends of these brakes were so arranged that they could be loaded so as to produce such a pressure (and no more) as the engineer in charge of the ship might desire. The pressure was produced by weighting the extremities of the brake apparatus with small flat pieces of iron.

In the latter part of May, when the cable lay securely coiled in the holds of the vessels, a series of experimental trips were made, extending through three days and nights, and resulting in some minor modifications of the splicing apparatus, after which, on Thursday, June 10, the expedition started.

The ships met in mid-ocean, spliced and started; the cable broke, and the ships returned to the rendezvous. Again they spliced and started, again the cable parted, and the rendezvous was sought a third time. The same result attended the third splice, which was made in the evening of the 28th of June. A terrible storm arose, and, as if old Neptune desired to resent his attempted bondage, the sea lashed furiously the storm-driven ships, and disaster of the direst nature threatened them. Disheartened, they all returned to Queenstown laden with the cable and sad experiences. Then succeeded

THE GREAT FIZZLE

of the nineteenth century, a fizzle which developed the Americans as the most enthusiastic believers in fables, the most implicit dupes of "statements," the most credulous in all that pertains to glorious achievement, and the most eager for celebrations and demonstrations in the world. The expedition sailed from Queenstown on the 18th of July, and on Thursday, Aug. 5, the startling tidings reached this city that the submarine cable had been successfully laid, and that the line was in perfect working order. A dispatch from Mr. CYRUS W. FIELD, a gentleman who had borne the brunt of the labor of this enterprise from the beginning, set all doubt at rest as to the probability of this unexpected piece of good news. The arrival of the *Niagara* and *Gorgon* at Newfoundland, and the safe landing of the American end of the cable, was positive intelligence—not idle rumor. The enterprise was accomplished. It was no wonder that the unexpectedly speedy fulfillment of deferred hopes elevated popular enthusiasm to fever-heat. The TIMES teemed with dispatches from all parts of the country, descriptive of the universal joy which the tidings inspired; and the confirmatory accounts published the next morning left little doubt that, unless some unforeseen disaster should occur, the Old and New Worlds would be at once within the reach of instant communication.

Such a week of excitement, such days of wondering, such hours of prayerful thanksgiving, such never-ending transports as our people indulged in, we hope never to see again. Mr. FIELD was a demigod, Capt. HUDSON a great and glorious personage. Even the names of the humble sailors who shipped for the voyage were printed in the newspapers and graven on the tablet of municipal memory. Then, too, the Queen sent a message to the President, and the President answered her, and the directors in Europe congratulated the directors in America. An enterprising dry goods house secured a big advertisement by paying for the first message, and others followed suit. Civic displays, bon-fires in the street, illuminations in the houses, transparencies of the great man FIELD and the great man's brothers stared at us from many windows, biographies of CYRUS W. FIELD and all the FIELDS were scattered broadcast among an obliged people, and for the time being it seemed as if there was but one God, his name being FIELD, and we were all his meek and modest satraps.

Things changed. The cable no longer afforded connection for Queen or President; drygoods men could no more send their little puffs; De Sauty-like, the current was played out, our demigods became demireps; the whole thing was voted a humbug, and every man was loud-mouthed in asserting that for his part he never believed a bit of it, and knew that those messages were not bona fide. We need not discuss these points, the great success was a great fizzle.

AT IT AGAIN,

however, went the indefatigable FIELD, and although seven years have gone by since our last electric convulsion, we do not believe this gentleman has lived a day in which he did not devote the greater portion of its time to the solution of his great problem, "How shall it be done?"

A new company was formed with the following

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Suffice it to say, that with the aid of American and British capitalists, he determined once more to try the experiment. The route was already determined; no scientific exploration could better that, and it only remained for him to secure

A PERFECT CABLE,

and an apparatus for making the same which would better stand the tests than did the one at first used.

The present Atlantic telegraph cable is two thousand three hundred nautical miles in length, that is twenty-six hundred English or geographical miles. The core or central conductor is composed of seven fine copper wires, "laid up" or twisted into one strand, and is insulated with Chatterton's compound. Outside of the strand are four distinct layers of gutta-percha, each layer being insulated with the same compound which incloses the conductor, Outside this layer are wound eleven strong iron wires, each of which, before it was twisted, was itself carefully "woulded" with strands of hemp saturated with the best of Stockholm tar. The structure, therefore, contains no less than twenty-five thousand miles of copper wire, thirty-five thousand of iron wire, and more than four hundred thousand miles of hempen strands, making a grand total of four hundred and sixty thousand miles of continuous fabric; which, if knotted together, would reach around the world twenty times.

In its way, the construction of such a cable was one of the greatest feats of scientific and mechanical skill which even our times can boast. The requirements, indeed, were such as might well have appalled the most venturous of engineers. The mere selection of the design, and the choice of the materials, involved at every step considerations of the highest scientific refinement. The copper conductor had to be made of metal tested up to a quality which had never before been reached; the gutta percha covering was to possess an insulating power equally beyond what had ever been attained; the true proportion between the diameters of the conductor and the insulating coating was determined by mathematical investigations of the highest order, so as to obtain, with a given amount of material, the utmost possible rate of transmission of signals. Not less care was needed to fix the precise character of the outer coating, the function of which is simply to strengthen and preserve the core, which alone constitutes the electric cable, properly so termed. In the first place, a large measure of strength was insisted on. about double that which has been thought sufficient on the first trial. Still further to relieve the rope from the strain to which it would be subjected in the process of laying, and even after it had reached its final position, in every place where the rocky character of the ocean bed may throw it into festoons from ridge to ridge of the submarine mountains, it was determined to reduce the specific gravity of the cable far below that of its unlucky predecessor. Partly with this view, and partly in the hope of securing greater longevity, each iron strand of the outer casing was separately covered with hemp soaked in a bituminous preparation, which is expected to protect the metal for years from the risk of corrosion. It was necessary, too, above all things, that the cable should not only be constructed on the soundest principles, but that it should admit of the most searching tests before being laid, once for all, out of the reach of human hands. The Atlantic Company have in many respects been the pioneers of telegraphic enterprise, and their present work shows the progress which their own misfortunes have enabled them to make. Up to this time they have enjoyed the credit of teaching others by their failures how to succeed in attempts on a much smaller scale. Now they are applying their experience for their own guidance toward the prosperous issue which every one must hope for. The testing process is only one illustration, though one of the most striking, of the advance that has been made since the first cable entered upon its brief existence. The old company was (after the event of course) very much blamed for attempting to lay a cable which had never been tested under water, which was much the same thing as if it had never been tested at all. That it was rash to venture so large a stake on the assumed perfection of every inch of three thousand miles of delicate work is now at any rate obvious enough; but outside critics did not always take account of the real difficulties which stood in the way of effectual testing. The old cable was light, and the iron wires of the casing were not protected by an impervious coating. Testing under water would therefore have tended to corrode and weaken a rope which was known to be already dangerously weak. This time the protection of the strands, and their greater thickness, enabled the testing process to go on without any chance of deterioration. Every yard of the cable, in fact, has lived under water almost from the hour of its completion, and from morning till night its electrical pulse has been felt by means of instruments of the extremest delicacy. Yet further to assimilate the probationary state of the cable to its ultimate condition, care has been taken (for the first time, we believe, in the construction of telegraphic cables,) to surround the case with a coating through which the moisture can penetrate at once to the gutta-percha itself. While the casing of each iron strand is made as impervious as possible, the water which penetrates between the strands finds nothing but untarred jute between it and the gutta-percha, so that the effect of water in detecting the smallest flaw in the insulating material is felt as fully during the preliminary trials as it will be at the bottom of the ocean. In its manufacture about seventeen miles were made daily, and at times its outer covering was put on at the rate of one hundred and seventy-three miles a day. Every inch of it has been, at all times, been kept under a constant test of "conducivity" and insulation. The strength of the cable is equal to a bearing strain of seven and three-quarter tons, while its specific gravity is so low that it can be depended on with safety to support eleven miles of its length in water. It was joined at different places in lengths varying from seven hundred to eight hundred miles.

THE TESTING INSTRUMENTS.

It is almost impossible to give, by any description, an adequate idea of the delicacy of the instruments by which the insulation is tested. As every one knows, the measure of a galvanic current is supplied by ascertaining how far it will deflect a magnetic needle from its natural position. Three conditions are essential to give sensitiveness to such an instrument—one, that the needle should move almost without friction or inertia; another, that its own directive force to the north, which the current through the cable has to overcome, should be extremely small; and the third, that the smallest deflection of the needle should produce a greatly exaggerated movement on the scale which is read off. These conditions are secured to an almost incredible extent by Prof. THOMSON'S reflecting instrument. The needle is a minute bit of steel, only a fraction of an inch in length. It is suspended by a thread with scarcely appreciable torsion, and its directive power is made as feeble as may be desired by the proximity of correcting magnets. At the same time, every movement of the minutest kind is exaggerated *ad libitum* by the simple device of attaching to the needle a mirror, which reflects the light of a lamp on to a distant scale, showing a little line of light which traverses many inches when the needle moves to an extent barely appreciable by the naked eye. The way in which this searching detector is used is very simple. The portion of cable under trial, consisting, it may be, of hundreds, and ultimately of thousands of miles, has one end connected with a powerful battery, while the other, instead of being brought to earth or water, remains open, so as to leave no exit for the charge, except by leakage through the gutta-percha covering, into the water that surrounds it. The more escape there is the stronger will be the current passing through the conductor. If the insulation were absolutely perfect, the cable, once charged, would show no current at all, and the most delicate galvanometer would mark no deflection. What the instrument measures is the rate of leakage, and some idea of the near approach which the cable makes to an absolute electro-tight condition (if we may coin the word) may be conveyed by saying that the whole leakage of some hundreds of miles of cable only produces a deflection of the same order as that which is caused in the instruments used at the company's works whenever an iron ship passes down the river. For all practical purposes, the insulation is absolutely perfect.

Another mode of testing is to charge the cable fully with electricity, then remove the battery and observe how long the charge is retained. All that is needed for practical purposes is that a substantial portion of the charge should remain during the second or so occupied by a single signal; and the old cable, though its insulation was at first sufficient for working purposes, did, in fact, lose half its charge in a few seconds. The present cable holds half a similar charge for about a quarter of an hour, and is in this respect almost nearer to perfection than it need be. The Atlantic Company imposed upon the manufacturers of the cable tests more stringent than had before been thought of, but though they required and expected a good cable, they have got a better one than they had ventured to ask for. Whatever else may befall, it is certain that the second Atlantic cable will not break down from the defects which caused the failure of the first. That was no sooner laid than the water at once searched out faults of insulation which had never been looked for, and therefore never detected in time. The working of the batteries necessarily increased the minutest fault up to the point where it became fatal, and then there was an end of the cable forever.

IN THE BOWELS OF THE GREAT EASTERN

was stowed this immense cable. In the process of splicing the different lengths of the main cable, when it was being stowed away in the *Great Eastern*, a minute piece of outside wire, about the size and substance of common parcel-string, flew off unobserved. It was not two inches long, and was as little likely to excite observation as an odd shaving in a carpenter's shop, a stray ribbon-cutting in a milliner's room, or a bit of wax-end below a cobbler's stall. In the process of joining the cable, it was as inevitable that portions of it should fall about as that they should pass without notice. Yet to this insignificant atom has been due the alarm and consternation which, despite the confidence felt in the ultimate success of the enterprise, undoubtedly obtained here until the favorable message was received from the *Great Eastern*, and the news spread that all was well. Falling into one of the tanks, it settled upon the coil stowed away there, much as a speck of dust might light upon the hide of an elephant. It was, humanly speaking, as little likely to affect the insularity of the cable by its capricious choice of a resting-place, as the dust-flake would be to disturb the elephant's digestion. It lay unsuspected by any one on board, until it furnished another modern instance of the poetic saw, as to the weighty events a trivial cause may bring. For, as the outer coating of the cable is composed of well pitched hemp and wire, it is sufficiently sticky to retain any sharp point falling on it. A common pin, cast carelessly on a rough pair of shooting boots, which had been first thoroughly coated with grease, will illustrate the degree of attraction one substance possessed for the other. When the paying-out commenced, and the *Great Eastern* had progressed some eighty miles westward of the point where the splice was made, and was about a hundred miles from land, the portion of the cable having the bit of wire sticking to its outer coat came in its turn through the machinery, and out at the stern. There was nothing to mark its presence, the ship was steaming quietly on, the cable was passing at a steady, uniform rate into the sea, and neither check nor hindrance spoke to its many careful watchers of the unwelcome parasite clinging to its coat. In passing the cable through the leading wheels, by means of which it reaches the paying-out machinery, the jockey-pullies used to keep it in its place, and the curve of the leading wheels themselves, forced the unlucky piece of wire through the hemp, and between the interstices of the outer and protecting coil, and so punctured the gutta-percha coatings, and at once affected the insularity. This was immediately ascertained by the leakage of the electric current. M. DE SAUTY and the electrical staff on board at once applied their tests. After carefully and vigilantly sending currents through the entire length of the cable on board, some 2,300 miles, it was found to be in the part already paid away. The next thing was to discover the position of the flaw, and by aid of resistance coils and the galvanometer, and after repeated minute and delicate experiments, Mr. SAUNDERS declared it to be eleven miles from the point where the *Great Eastern* lay. Further, he was able, such is the exquisite perfection to which these experiments are brought, to state with confidence its position to within a quarter of a mile. The machinery provided in case of any such unforseen accident as this was at once brought into play, and the *Great Eastern* put back. She was at this time in 300 fathom water, and the apparatus effectually fished up the cable. It was placed in long coils on the deck, and rigidly scrutinized yard by yard. Nothing could be more satisfactory than the result. The recovering machinery, the practical use of which on a vessel of the vast size of the *Great Eastern* had been doubted by more than one adviser of the company, proved fully equal to the emergency. The flaw was discovered at the exact place indicated by Mr. SAUNDERS, and the perverse bit of wire found twisted and bent up in the cable itself, as already described. The piece of rope containing it was at once cut out, fresh splices were made, and the whole length tested and retested with the most triumphant result. Messages, signals, currents, and reverse currents were all sent through with clearness and force, and the great ship started once more on her eventful voyage, with the confidence of every one on board strengthened and their most sanguine hopes realized by this conversion of what at first seemed an untoward incident into a substantial omen of success. To the tender care of the monster of the deep was intrusted the young hope of the world's enterprise. Three vast wrought-iron tanks contained it all.

The first of these tanks, which have the appearance of gasometers, is in the forward part of the ship, is fifty-one feet in diameter, and holds a coil of six hundred and thirty miles of cable; the second tank, amidships over the boiler, holds eight hundred and forty miles; and the third, in the afterpart, eight hundred and thirty miles. The tanks were kept filled with water. The ends of the several coils were connected, and a constant system of signals kept up from the moment of starting. The whole weight of the tanks, with their load of cable and water, was upward of five thousand tons; and great care was used in shoring them up from beneath the main deck and down by a succession of powerful supports to the keelson. Every part of the tanks themselves was braced with wrought-iron tie-rods to the sides of the ship.

Our readers will remember that great difficulty was experienced in laying the former cable, owing to the imperfect machinery employed in paying out. All danger from this source has been avoided, in the present case, by improvements and modifications of the old apparatus. Though stronger and much larger than the machine used on board the *Agamemnon*, on the former attempt, it is much lighter, being made of wrought iron. It has six leading-wheels, round which the cable passes in deep grooves, before reaching the great drum from which it runs off into the sea. Each groove in these six wheels is surmounted by what is termed a jockey-pulley—that is to say, a solid wheel, which keeps the rope down in the groove and prevents it overriding or getting out of place. The main drum is about seven feet diameter, and in paying out will have three coils of cable round it, with a guiding piece of wrought iron pressing on them sideways to keep them completely together. As the friction on the guider is great and constant, a duplicate is provided in case of heating, which can be put in gear with the rest of the machinery without the slightest stoppage of any part. To guard the possibility of accident, a second drum is provided, which can be substituted for the first with little delay.

Each of these drums is fitted with a distinct set of very ingenious brakes, invented for the first expedition. The ordinary force of these brakes maintains a sufficient check upon the drum to keep a strain of about thirty hundred weight upon the cable as it runs out; but it constantly happens, especially in a rough sea, that a sudden rise of the ship's stern gives the cable a strain that requires the instant removal of the brakes. This is regulated by means of a dynamometer placed in the cable between the paying-out machine and the drum from which it passes into the sea. This instrument is a heavy wheel resting on the cable, and secured in an upright frame which allows it to slide freely up and down. On this frame are marked the figures which show exactly the strain in pounds on the cable. Thus, when the strain is low, the cable slackens, and the dynamometer sinks low with it; when, on the contrary, the strain is great, the cable is drawn "taut," and on it the dynamometer rises to its full height. When it sinks too low, the cable is generally running away too fast, and the brakes have to be applied to check it; when, on the contrary, it rises rapidly, the tension is dangerous, and the brakes have to be almost opened to relieve it. Opposite the dynamometer is placed a tiller-wheel, and the man in charge of this never lets it go nor slackens in his attention for an instant, but watches the rise and fall of the dynamometer as a sailor at the wheel watches his compass. A single movement of this wheel to the right puts the brakes on, a turn to the left opens them. A good and experienced brakesman will generally contrive to avoid either extreme of a high or low strain, though there are few duties connected with the laying of submarine cables which are more anxious and more responsible while they last than those connected with the management of the brakes.

THE SHORE END OF THE CABLE

was laid by the steamer *Caroline* at Valentia, on Saturday morning, the 22d of July, carefully buoying the last portions of it, leaving about half a mile of cable on her deck for the purpose of splicing.

The party who started to witness the making of the splice and the final starting, left Valentia in the *Hawk*, the *Great Eastern's* rapid tender, soon after 9 in the morning. Among those on board were Lord JOHN HAY, Sir R. PEEL, M. P., the Knight of Kerry, with his daughters, the Misses FITZGERALD, Capt. WHITE, R. N., Capt. HAMILTON, Mr. W. H. RUSSELL, Mr. EDWARDS, Mrs. GLASS, &c. The western extremity of Ireland was reached in about an hour, and soon afterward the magnificent rock that carries the Skeling Light, a wild, stupendous mass of cliff which, amid deep water, rises from the ocean to a height of 800 feet and which the incessant beat of the Atlantic seems to have worn into seams and angry gaps that almost undermine its base. About fifteen miles beyond these rocks the *Great Eastern* was at rest, not moving to the dull, easy swell, though her two guards of honor, the *Terrible* and *Sphinx* were rolling slightly. The commencement of this enterprise had already begun when the *Hawk* arrived and the paddle-box boats of the men-of-war and the cutters of the *Great Eastern* were filled with cable, which passing through the paying-out machine astern was being slowly towed from the great ship to the *Caroline*. The operation of splicing was one of time and difficulty, for smooth as the sea had seemed from land the regular heave of the Atlantic was deep enough. Sir ROBERT PEEL, Lord JOHN HAY, and Mr. RUSSELL managed to get on board the *Great Eastern*, but with such difficulty that few others were induced to venture on the risk of the undertaking, and still fewer to accomplish it. Soon after 1 o'clock the coils of the deep sea cable were safely wound on board the *Caroline*, and the work of splicing them at once commenced. This was done by stripping both ends of hemp, outside wires and gutta-percha for a short distance till the copper conductor of the line was laid bare, and pared down to a fine wedge-shaped point at at either end. The connecting conductors were then overlapped in the form known as a "scarf" joint, and firmly bound together with fine threads of copper wire, till the junction was made even stronger than the main portions of the line. The threads and conductor were then soldered together thickly, and strips of soft gutta-percha, like bands of brown tape, were wound layer over layer, and their edges closely pressed, so as to form one homogeneous mass, till a certain thickness was completed. Then came a coating of insulating material called Chatterton's Compound, and then again another layer of gutta-percha tape, until the whole was inclosed in four rings of the gutta percha and three of the compound. The joint was then immersed in cold water for testing, and, the signals proving perfect, the last protection of hemp and outside wire was added, and the joint sunk again into the sea that its perfectness as to conductivity and insulation might be ascertained from the extreme end of the whole length of the cable on board the *Great Eastern*. It was past 4 o'clock before the last of these tests was concluded, not that it did not test well from the first, but simply because it was intended to exhaust every trial known to electricians before the great journey was begun. All the signals from end to end of the wire came down wonderfully distinct into the instrument room of the receiving-house at the head of Foilhommerum Bay, and at 4:30 the flags on board the *Caroline* and *Great Eastern*, which had always kept moving her paddles at intervals, had forged ahead of the *Caroline* some two or three miles, paying out the cable slowly as she went on, and leaving the latter vessel the only float by which one portion of the wire was kept above water. The instant, however, that the flags went down the last fastenings which held it to the *Caroline* were cast adrift, and with a great splash the final joint of the Atlantic Telegraph, and the first thirty miles of its length, went down slowly into the blue water and were out of sight. Long before this Sir ROBERT PEEL and Lord JOHN HAY had returned on board the *Hawk*, which at once steamed away, when the splice was turned adrift, to overtake the *Great Eastern*. This was very easily done, for while the latter was barely steaming five knots an hour, the former was running fourteen. As the tender came near, the thin, narrow rope of cable could be seen passing over the last wheel astern, and sinking gently into the foam without strain of any kind, as it seemed for a moment or so to float slowly aft before it disappeared under the swell that still kept rolling deeply in. The after deck sponsons bridge and paddle-boxes of the *Great Eastern* were crowded as the *Hawk* came alongside, and it was easy from the distance which the tender held to distinguish the faces of those on board as they waved their hats and cheered. In the midst of this the *Great Eastern* fired two guns from her bows at 5:30 to mark the commencement of her journey, and Sir ROBERT PEEL, mounting to the little quarter-deck of the *Hawk*, marked time, while three small but earnest cheers were given by the select company on board to the success of the great enterprise. In return came back a swelling, hearty roar from all on the cable ship, as, with the last salute of waving hats and caps and handkerchiefs, the tender dropped astern, leaving the *Great Eastern* dipping slowly but steadily ahead, at the rate of about six knots an hour.

The work had then commenced in good earnest and the head of the great steamer was pointing straight toward the Newfoundland shore.

ALL ABOUT HEART'S CONTENT.

Let any ordinarily well educated man ask himself where Heart's Content is, what are its characteristics and peculiarities, and the probabilities are that he will admit that he don't know. He may have an indistinct remembrance of a statement made in the TIMES that one end of the great cable was to rest, after its wearying roll across the ocean, at the place with the pleasant name—but that's all. Newspapers are the prime educators of the people and the cyclopedia of the savant; hence these revelations. There are various ways of reaching Heart's Content, depending, of course, upon the place from which one starts, but Halifax is the common base from which all have finally to commence the journey. Newfoundland, as a whole, has a dreary, desolate significance throughout the world. Fogs, damp clouds of mystification, vast perils for mariners, and oceanic horrors, crowd upon the mind, which perforce dwells upon this island and its history. But as Heart's Content is by no means the gay and festive spot which its felicitous but treacherous cognomen would indicate, so Newfoundland is not all the dreary waste which most people imagine. The selection of a part of its domain as the hither terminus of the cable, will bring it more prominently than ever before the eyes of the civilized world, and it may be well for us to consider some of its good and desirable points. The extreme length of the island is 420 miles, its area 36,000 square miles, and its population not far from 150,000. It was discovered in 1497 by JOHN CABOT, and in honor of the Saint upon whose day the land was made, he called it St. John; subsequently in 1583, Sir HUMPHREY GILBERT styled the entire island New Foundland, the point at which CABOT landed, retaining the name of St. John. It is calculated that at least one-third of the area is covered with fresh water, of which there are innumerable streams, none being of great size or available for purposes of navigation. The coast presents an aspect by no means inviting. Great, ragged, rugged, craggy cliffs frown along its entire length, chilly fogs surround it, never ending discomfort is shadowed forth to all who approach the coast. The climate on the island itself is by no means unpleasant, particularly at this season of the year it is delightful. Fruits of every kind are produced in limited quantities, and its mineral resources, of which more can be said hereafter, are but waiting the innovations of capital and enterprise of people from the States, to develop wonderfully. But let us go to Heart's Content, after which the general surroundings will be in order. It is much easier to start for it, than reach it. The route embraces a variety of land and water, and the chance of conveyance, always a hazard, is just now extra hazardous, requiring skill, patience, money and perseverance. From Halifax to Portugal Cove the trip is made in a lumbering coach, whose conveniences are nil, and whose charges are extortionate. Thence by a little steamer the route continues to Carbonear, some twenty-two miles distant. Thus far the trip is confined to public conveyance; thence, however, private enterprise must take the onus. There are no stages, for there is ordinarily no travel. Nothing but a long hilly stretch of unbroken country connects the dirty hamlet of Carbonear with the cramped and miserable settlement of Heart's Content. Horses are not numerous, nor are carriages abundant. Avarice does not seem to be a controlling element with the Carbonearse, for money will not always obtain either horse or wagon. If the day be fine, the air bracing, and the walking good, there is generally but little difficulty in obtaining a conveyance, but if one desires to travel at night, or if the day be wet, the walking bad, and the ill-made apology for a road knee-deep in mud, horses are no where, wagons are not to be found, and drivers are beyond the influence of shekels.

Assuming, however, that fortune favored our venture, the dozen or so miles being safely passed, the village or settlement of Heart's Content then looms up. Henceforth and forever the name of Heart's Content will stand side by side with the great names of the world. The cable may snap asunder; eternal fate may defy its success—that makes no difference—Heart's Content was selected as the American terminus of the international coil, and can never again be forgotten or buried deep in Newfoundland fog. In the first place, there are no buildings of note; in the second place, there are no people of any consequence. Nothing in or of itself suggested its name nor secured its present prominence. The bay has done all that will hereafter make the name of the place famous. There may be a thousand people at Heart's Content, if one should count all the men, women, very small children and strangers; but we should say that seven hundred was a more rational number. These people fish for a living, and eat fish for sustenance. At the present time their chief source of amusement and profit is the great number of strangers who are accidentally thrown among them. Civilized men, with garments of modern cut, unsoiled and whole, are to these ingenuous people pregnant with curiosity. No man appears upon the narrow street from abroad without being surrounded and accompanied to his place of destination by a throng of men, women and children. These cheerful people may be honest, but their appearance belies their nature; they may be hospitable, but their infernal bills contradict their generosity. They have been accustomed to regard the magnificent harbor which swells temptingly from the neck of land, as a safe place for bathing and an excellent reservoir for fish. Now that it looms before the world as one of the two main points in the history of the age, they transfer their regard for the water to the strangers who discovered its merits; and, in their anxiety to do them honor, become boresomely omnipresent and pecuniously exacting. Hotels are unknown; boarding-houses, properly so called, do not exist: *ergo*, the honest inhabitants, seeing the great influx of people who need hotels and boarding-houses, have resolved themselves into a guard of swindlers, and adopting, with true British sagacity, the famous Wellingtonian fiction of "Up guards, and at 'em," as their war cry, are plundering right hand and left, under the fashionable guise of "accommodating a few lodgers, not for their money, but entirely for their sake." These landlords and landladies are bad enough and grasping enough in all conscience; they furnish small rooms at big prices; they spread long tables with slim bills of fare; they complain of the difficulty of obtaining food, but charge as though they not only obtained but furnished it. Then, too, the musquitoes, or rather the musquito-gnat, are the most persistent biters and annoying musicians this side of the infernal band that sit in the gate of Hades. Scientific investigation discloses the startling and provoking fact that the female musquito of this latitude has, in addition to its stomach, a sucking-stomach, into which the surplus blood drawn from a disturbed human is discharged; this bag when full relieves itself of the fluid, but is at once refilled, the insect seemingly indulging in the operation for the mere sake of doing it.

The grasping nature of the people, then, and the successive sucking establishments of the mosquitoes, would seem to be the two prominent traits of the inhabitants of Heart's Content. The place itself is surrounded by hills, and at its feet, some thirty miles from the former cable terminus, lies this magnificent harbor to which we alluded. Such a harbor must have a destiny. Like that at Acapulco, it would seem impossible for the Creator to fashion it by accident or without design. For purposes of ordinary commerce, it is and can be of no avail, for there are no avenues of trade here, but for the landing-place of the cable, for the safe anchorage of great ships of war, whose protectorate may some day be invoked, for all purposes of tonnage and cableistic facility, this bay is simply superb. Should success attend the present enterprise, should the laid cable be enabled to do its duty, this place will become one of the curiosities of the hemisphere. It cannot fail to grow and become a great resort. As the seat of fashionable society during the Summer months, it would be without a rival. The broad deep basin, which sleeps in perfect tranquillity, leads directly from the little town; upon its dark bosom boating parties could emulate the pleasure of Lake George, while Waltons need seek no further for the paradise of piscatoria. The hills abound in trees of beauty and in groves of shadiest nature; drives could be made, walks could be laid—nature has done her best, and art could perfect the attempt.

A better place could not have been chosen for the safe landing of the cable. Its advantages over the former selection are obvious, and so far as mere still deep water and a quiet basin are concerned, no skilled engineer could have so well devised a harbor as did the Great Architect of this.

But fate decided adversely. The cable was not foreordained to rest in the beautiful bay of Heart's Content. All we knew here about the prospects of success of the enterprise was obtained from the several telegrams sent back by parties on the *Great Eastern*, which have been brought hither by steamer.

THE MOST IMPORTANT

of these are as follows:

SECOND DAY.

SUNDAY, July 23—Evening.

The paying out of the heavy shore cable, twenty-seven miles in length, was completed at 11:30 P. M. last evening by the *Caroline*. The splice with the main cable on board the *Great Eastern* was completed at 4:25 P. M. to-day, and the paying out then commenced from the *Great Eastern*.

Testing through the whole length is perfect. The weather is very fine. Her Majesty's ships *Terrible* and *Sphinx* are in company with the *Great Eastern*.

VALENTIA, Sunday, July 23.

The *Great Eastern* is now (1 o'clock) about twenty-five miles off Bray Head, and has just picked up her shore end of the cable. Making and testing the splice are likely to occupy at least six hours, so that it will be 6 or 7 o'clock this evening before she starts. The weather is wonderfully fine, and the sea is smooth as glass. Barometer very high, and still rising.

THIRD DAY.

VALENTIA, Monday, July 24.

A dispiriting message has been received from the *Great Eastern*, dated 4:30 P. M., announcing some defects of insulation. The mischief is supposed to exist about two or three miles west of the shore splice, believed to be caused by the *Great Eastern* pulling on her end of the cable with too much strain before the shore-end splice was properly completed.

The *Great Eastern* remains hove to in lat. 52, long. 10, about 80 miles from shore.

The *Hawk* goes away to her to-night, and the *Caroline* is going to pick up and underrun the splice and repair the fault.

Not the slightest apprehension exists as to the complete and immediate repair of the damage to insulation.

The rest of the cable remains perfect, and even now the signals to the Clearing-house are very distinct.

FOURTH DAY.

VALENTIA, Tuesday, July 25, 9:30 P. M.

Signals received from the *Great Eastern* at 9 A. M. to-day report the discovery of a fault, and perfect repair of the cable. The intelligence reached here in time to prevent the sailing of the *Caroline* to pick up the splice. The news, however, could not be sent to London, as the land lines were down between this and Killarney, and were not repaired till this evening. The last signals from the *Great Eastern* at 4 30 P. M. report that the paying out has been resumed and that all is going well. Both signals and reverse current are remarkably clear and strong.

VALENTIA, Tuesday July 25.

"The cable is all right. There has been a hitch, but all is rectified.

VALENTIA, Tuesday July 25.

The *Great Eastern* telegraphs in lat. 22, long. 12. that a small fault has been discovered and cut out. She is now paying out again, and the signaling is now perfect. Weather very fine."

FIFTH DAY.

VALENTIA, Wednesday, July 26.

200 miles of cable laid. Signals good. All going on well.

The *Shipping Gazette* says the premium to effect insurance upon the Atlantic Telegraph Cable is thirty guineas.

SIXTH DAY.

QUEENSTOWN, July 27, 1865.

The steamship *Great Eastern* was this morning three hundred miles out at sea, paying out the cable successfully. The signals were good and the weather fine.

A private note from CYRUS W. FIELD says: "We expect to reach Heart's Content, N. F., about the 5th of August.

SEVENTH DAY.

JULY 28, 1865—4:50 P. M.

Five hundred and fifty nautical miles of the cable paid out; signals are perfect, and all going well.

EIGHTH DAY.

Seven hundred miles altogether paid out—150 to-day; insulation lost; cause unknown; further particulars not transpired.

Thus ends the chapter. Mr. GEORGE SAWARD, Secretary and General Superintendent, No. 12 St. Helen's-place, need fear no controversy as to tariff—all is gone for the present, and disappointment sitteth at the board of those who were feasting.

THE ATLANTIC TELEGRAPH.

The following communication is furnished at the request of one of our most eminent citizens, who is fully conversant with, and has always taken a deep interest in, the success of the Atlantic Cable:

The late news by the *Cuba* is most damaging, and that too at a moment when the nation stood upon tiptoe looking East for the rising sun.

By the *Damascus*, at Father Point, up to July 29, 12 M., five hundred miles of the cable had been payed out, and the electric current was good. By the *Cuba*, via Queenstown, July 30, one hundred and fifty miles additional had been payed out, making in all six hundred and fifty miles. This brings us up to July 30. Another dispatch says that seven hundred miles had been payed out.

If this last statement be true, the connection must have continued for a further period of eight hours, unless the day ended at midnight. In that case the accident must have occurred at 8 o'clock on the morning of the 30th. No account of the accident could possibly be known, except on board of the *Great Eastern*. We might as well expect the man struck dead by lightning to tell the cause of his death, as to look for an explanation of the misfortune through the cable after it ceased to breathe.

The current flowed up to the last moment, consequently the last pulsation marked its death.

The cable must have been perfect as payed out, otherwise no dispatches could have passed through. At one moment all is right, the next the current fails. The last end of time which marked a perfect current also up to that point, makes a perfect cable, and the first moment at its beginning without a current, marks the spot where the defection exists, and that must be on board of ship, or between the ship and the bottom of the ocean.

Having found the place, can the damage be repaired? This depends on the ability of the cable to support itself in the attempt to raise it.

The cable is intended to be equal to a strain of seven tons.

Should the damage be repaired, it cannot take long to accomplish it. If the effort fails, it is reasonable to suppose that the ship will return to Ireland and under-run the cable from the shore end, and if sufficient be found perfect, with that on board of the ship to reach Newfoundland, a splice would be made, and another attempt to accomplish this great enterprise.

The news is damaging, and will disappoint our citizens, but yet it is neither final nor fatal.

In laying the old cable, on one occasion, for more than three hours no current could be obtained. Yet the trouble was found, and the cable landed, although eventually unsuccessful in its working.

We have only to wait a few days at most, and then we shall know all.

The First Flag in Richmond.

Gen. GRANT has sent the following letter to a Pennsylvania Sergeant:

HEADQUATRERS
ARMIES OF THE UNITED STATES,
WASHINGTON, July 22, 1863.

To Sergeant David W. Young, One Hundred and Twenty-ninth Regiment Pennsylvania Infantry Volunteers:

The sum of $450 was sent to me by patriotic citizens, to be presented as a reward for gallantry to the soldier who should first raise our flag over Richmond. As Richmond was not taken by assault, I have concluded that the donors' wishes will be best carried out by dividing the sum between the three soldiers most conspicuous for gallantry in the final and successful assault on Petersburgh. You have been selected by Maj.-Gen. H. G. WRIGHT, Commanding the Sixth Army Corps, as entitled to this honor on behalf of that command, and I herewith present to you one hundred and fifty-three dollars and thirty-three cents, as one-third of the original sum. It affords me great satisfaction to receive from your Commanding-General such unqualified testimony of your gallantry and heroism in battle, and to be the medium for transmitting to you this recognition of the worth of your services, in defence of our common country.

U. S. GRANT, Lieutenant-General.

The following named soldiers received similar letters and the same amount of money: Sergt. THOS. McGRAW, Company B, Twenty-third Regiment Indiana Volunteers, selected by Maj.-Gen. JOHN GIBBON, for the Twenty-fourth Army Corps; Corp. JACOB R. TUCKER, Company G, Fourth Regiment Maryland Volunteers, selected by Maj.-Gen. CHARLES GRIFFIN, for the Fifth Army Corps.

Congressional Districts of North Carolina.

First District—Currituck, Camden, Pasquotank, Perquimans, Gates, Chowan, Hertford, Northampton, Halifax, Martin, Bertie, Washington, Tyrrell.

Second District—Hyde, Beaufort, Pitt, Haven, Jones, Lenoir, Wayne, Greeue, Edgecombe, Onslow, Cartaret.

Third District—New-Hanover, Brunswick, Columbus, Bladen, Sampson, Cumberland, Robeson, Duplin, Richmond.

Fourth District—Wake, Franklin, Warren, Granville, Orange, Nash, Johnston.

Fifth District—Person, Caswell, Alamance, Chatham, Randolph, Guilford, Moore, Montgomery.

Sixth District—Stokes, Forsythe, Rockingham, Davidson, Davie, Yadkin, Surry, Iredell, Alexander, Ashe.

Seventh District—Catawba, Gaston, Lincoln, Mecklenburgh, Rowan, Cabarrus, Union, Anson, Stanly, Cleaveland.

Eighth District—Buncombe, Madison, Haywood, Jackson, Yancy, Henderson, Rutherford, Polk, Burke, McDowell, Caldwell, Wilkes, Watauga, Cherokee, Macon.

Our Yacht Squadron.

From the New-Haven Palladium, Aug. 7.

The New-York State Yacht Squadron, on its annual cruise to Newport, came into the harbor yesterday afternoon. The following are the names of the boats that came to anchor here: *Jessie, Geraldine, Evelyn, Annie, Mannering, Julia, Bonita, Magie, Widgeon, Rambler, Fleur-de-Lis, Henrietta, Sea-Drift* and *Maria*, with the steamer *America* as a tender. On anchoring, each boat fired a gun, according to custom. The reports were heard distinctly in the city, causing considerable inquiry as to "what was up," and quite a number of sanguine individuals came into our office to inquire if the guns were not annunciatory signals of the successful laying of the Atlantic Cable. We invariably replied in the negative. The squadron will leave to-day for Newport. The yachts *Washington* and *Rattler*, of this city, start with it, with parties of New-Haven people.

MONETARY AFFAIRS.

Sales at the Stock Exchange—AUG. 9, 1865.

$1,000 U. S. 6s, '68...R.	113½	200 N. Y. Cen......b30	93
20,000 U. S. 6s,5-20s..C.	106	700 Erie Railway......	85⅜
16,000 U. S. 6s, 5-20s..C.		100 do..............	85½
New Issue.....	104¾	100 do.......2d call	85⅞
32,000 do.........	104⅞	300 do..............	86
11,000 U.S.5s,10-40s...C.	97	100 do..............	86¼
3,000 do.........	99⅛	100 do..........b30	86
500 Tr. Notes, 7 3-10s.		100 Reading R......s10	106¼
Third Series...	99¼	700 Mich. S.&N. I.R.....	66⅜
2,000 U. S. 6s, 1 yr. Cer.		200 do..........s30	66
New issue......	97¾	200 do..........s60	66
6,000 Mo. State 6s......	71	50 do..............	66¼
6,000 Ohio & M. 1st M.	75	100 do......2d call	68⅛
1,000 N.Y.Cen.6s,'83...	95	8 Ill. Cen. R............	126
1,000 Hud.2dM.S.F.Bs	102	800 Cleve. & Pitts......	70
1,000 B.,N.Y.& E.1stM	93	1000 do..............	70⅛
3,000 Mich. So.S.F.Bs.	96	200 do..............	70
3,000 Chi.&R.I.R.Bs..	100	400 do..........s30	70
4,000 P.,Ft.W.&Ch.1st	103	200 do.......2d call	70⅜
1,000 Chic. & A. 1st M.	95	300 Chi. & N. W.........	28¾
5,000 Mil.&St.P.1st...	76	200 do..........b30	29
4,100 Amer. Gold......	144½	700 do..............	29
5 Ninth Nat. Bank...	104	100 do..............	29⅛
50 Ocean Bank.........	90	500 do..........b30	29¼
300 Canton Co..........	39¼	100 Chic.& N.W.Pr......	63⅜
100 Cum. Coal Pr........	43½	400 do.......2d call	63¼
500 do..............	43¾	200 Chic. & R. I. R.....	108⅛
100 do.......2d call	43½	300 do..............	108⅛
100 At. Mail S. Co.....	156½	100 do.......2d call	108⅜
850 Bruns.Land Co.....	13	100 P., Ft. W. & C......	97⅜
200 do..............	12¾	100 Chic. & Alt.........	98

SECOND BOARD.

$5,000 U. S. 6s, '81....R.	107	200 Reading R.........	106¾
10,000 U. S. 6s, '81....C.	106⅞	200 do..............	106⅞
5,000 Tenn. 6s.........	71½	100 Ill. Cen. R.........	125½
1,000 do..............	71	10 do..............	125
1,000 Missouri 6s........	71	200 Cleve. & Pitts......	70¾
5,000 do..............	71⅛	400 do..............	70⅞
100 Quick. Min. Co....	56½	100 Chic. & N. W.......	29½
100 do..............	56¾	300 do..............	29⅜
48 Cleve.,Col.&Cin.R.	125	500 do..............	29⅞
200 Cum. Coal Pr........	43½	100 Chi. & R. I.........	108⅜
1800 Erie R............	87	002 do..........b10	108⅛
400 do..............	86⅞	300 do..........s10	108⅞
200 do..........s30	86½	100 Pitts.,Ft. W. & C....	98
100 do..........s30	86⅝	100 Chi. & Alt. Pref....	96
100 do..........b15	87		

OPEN BOARD—1½ P. M.

200 Erie Railway...x-d	86½	100 Cleve. & Pitts......	70⅝
100 do............b3	86½	100 do..............	70¾
100 do..............	86⅝	200 do..........b10	71
600 do..............	86⅝	200 Chic. & R. I......s3	108¼
100 do..........s15	86½	400 Chi. & N. W.........	29¼
100 do............c	86⅝	100 Ch. & N. W. Pr......	63¾
400 do..........s10	86¼	300 do..............	63⅝
200 Hudson Riv. R....	113½	100 do..........b10	63⅞
700 do..............	113¾	100 do............b3	63¼
200 Ill. Cen. R.......s3	125	200 McGr. & W. R..s10	15¾
1000 Reading R.........	107	100 Cum. Coal Co....b3	43⅞
400 do..............	106⅞	200 do............s3	43½
300 Mich. S. & N. I....	66½	100 do..........s30	43⅝
300 do..............	66⅝	500 Bruns. Land Co....	12⅞
100 do..........b30	66⅞	100 At. Mail S. Co.....	156½
100 Mariposa M. Co.s10	12½	100 do..........b30	157

OPEN BOARD—3½ P. M.

100 Erie R, x-d.......s3	87⅛	200 Mich. S. & N. I.....	66¾
400 do............b3	87½	200 do............s3	66⅞
100 do............b4	87¼	300 do............b3	66½
100 Hudson Riv. R..s30	113	200 do..........s10	66⅝
800 do............b3	113¼	200 do..........b10	66¾
600 Chic. & N. W.Pr....	63⅝	400 Reading R.........	106⅞
400 do..........b10	63⅜	800 Cleve. & Pitts......	70⅞
400 Cumb. Coal.........	43½	400 do............b3	71
100 Cary Improve't.....	13	600 do............s3	70⅞

WEDNESDAY, Aug. 9—P. M.

There is increased steadiness in the market for Money, at 7 ℘ cent. to the Brokers, and the change, if anything, from yesterday, is to an easier offering from lenders. The borrowers on Stock collateral are very readily supplied at the going rate, while the speculators for the rise in Gold are paying 7 ℘ cent. and a commission where they stipulate to keep the Gold or Certified Gold Checks, which they hypothecate with lenders out of the market.

The price of Gold opened this morning with some appearance of firmness at 144⅜ ℘ cent., but the free supply which appeared in the Gold Room induced lower bidding before 3 o'clock, the last price being 143⅞ ℘ cent. The Customs demand this week averages over $400,000 ℘ day, but this is partially neutralized by some further daily sales for Treasury account. These sales began about the 21st July, and will probably average to the 15th August about $300,000 ℘ day; producing to the Treasury a sum sufficient to pay on that day $10,950,000 Currency Interest due on $300,000,000 of 7-30 ℘ cents. An afternoon paper suggests that after the 15th inst. these sales will cease. We very much doubt this opinion. On the contrary, we believe the Secretary will turn a much larger sum of his Gold Customs into Currency, should the premium be kept up by the Gold Room speculation to 143 ℘ cent. or upward. The demand upon his Gold Customs in all the month of September cannot exceed $4,300,000, and there will be nothing more to pay out for Interest until November, and then only to the extent of something less than the October and November Customs.

The two days' later news from Europe to-day is to the purport that United States 5-20s were steadier in London at 69½@69⅝ ℘ cent. Sterling. Money and British Consols partially advancing and steadier. Money market since the advance of Interest by the Bank of England to to 3½ ℘ cent. The quotation for Erie Common Shares comes over 1 ℘ cent. higher, say 54½ ℘ cent. Sterling; and as one of the New-York Directors had arrived out the week before the present steamer sailed, with authority to confer with the English proprietary on the subject of a loan to the Company, the belief is current to-day that he has succeeded in arranging the preliminaries of such a negotiation. We referred to this matter a fortnight ago, in connection with the then large rise in the Common Stock, when our information led to the belief that the money could or would be had on the other side—where more than half of the capital of the company is now owned—to relieve the hypothecations made with Mr. DREW last Winter, and all other temporary obligations growing out of the purchase of new equipment and the extension of the double track. We do not hear that any official or authentic information was received from the Director referred to by the *Cuba* this morning, but the Common Stock advanced 2 ℘ cent., nevertheless, and the party bearing it for some days past were indisposed to follow up their sales.

After the sailing of the *Scotia* and the receipt of the mails by the *Cuba*, there was not much done in Bills on London. The rates were 108½@108⅝ ℘ cent., 60 days, for Gold, and 109@109¼ ℘ cent., for 3 days, sight. The steamer to-day took out no Specie, and an export demand appears almost as remote, so far as the calculation made upon it by the Speculators for the rise in Gold is concerned, as it did five or six weeks ago, when this movement was shaped to "corner" the supply of Gold.

On the Stock Exchange the Government Gold bearing Stocks were firm, and the Railways generally followed the firmness in Erie, though not at the same rapid advance. At 4 o'clock this afternoon the following quotations were made, as compared with the same hour on Tuesday. The general market left off firm.

	Tues.	Wed.		Tues.	Wed.
U. S. 10-40s....	97	97	N. West Pref....	63¼	63¾
U. S. 5-20s....	106	106	Rock Island....	108⅛	108⅜
N. Y. Central....	93⅛	93⅞	Fort Wayne....	97⅛	98
Erie....	85⅞	87⅛	Cumb'land Coal.	43⅜	43⅜
Hudson....	113¼	113½	Quicksilver....	57	56½
Reading....	106⅛	106⅞	Mariposa....	12½	12⅜
Mich. Southern..	66⅛	66⅜	Canton....	39⅜	39⅜
Illinois Central..	126	125½	Atlantic Mail....	156	156⅛
Mich Central....	108	108½	Brunswick....	12	12⅞
Pittsburgh....	70⅞	70¾	Ohio Certificates	24⅞	24⅞
Northwest....	28⅞	29⅛	American Gold..	144½	143⅞

The California Steamer, of July 16, arrived to-day, delivered $721,043 in Gold. The Gold Customs paid into the Treasury to-day amount to about half a million of dollars.

The following bids were made for the City Bank Shares:

Manhattan..........	125	Chatham..........	126
Merchants'..........	108	Bank of N. America..	107
Mechanics'..........	110	Hanover..........	105
Union..........	116½	Irving..........	106
America..........	128	Metropolitan..........	115
City..........	180	Market..........	100
Phenix..........	102	Nassau..........	108
Tradesmen's..........	126	Shoe and Leather....	101
Butchers' & Drovers'.	120	Corn Exchange..........	106
Merchants' Exch'ge..	100	Import's' & Traders..	103
Commerce..........	101	Manf. & Merchants'..	100
Mechanics' B'k Ass..	102	Central National....	104
Ocean..........	82	Fourth National....	101
American Exchange..	114	Ninth National....	102

The following bids were made for the Railway Mortgages:

N. Y. Cen. 6s, 1883.....	94	Chi. & N. W. S. Fund..	93
N. Y. Cen. 6s, R. Est..	88	Han. & St. Jos. L. G....	90
N. Y. Cen. 6s, Subscrip.	88	Tol. & Wab. 1st mort....	85
Erie 7s, 2d mort., 1879....	103	Galena & Chi. ex....	102
Erie 7s, 3d mort., 1883....	100½	Galena & Chic. 2d M. ex.	95
Erie 7s, 4th mort., 1880..	95½	Chi. & R. I. 1st mort....	100
Erie 7s, 5th mort., 1888..	95	N. J. Cen. 1st mort....	101
Buf. N.Y.& E. 1st,M '77	92¼	N. J. Cen. 2d mort....	103
Hud. R.7s, 1sts, '69....	100	Pitts., Ft.W.& C. 1st M.	108
Hud. R.7s.2ds S. F., '85.	102	Pitts., Ft.W.& C. 2d M.	95
Hud. R. 7s, con. 1867....	95	Cleve. & P. 4th mort....	71
Harlem, 1sts, '69-72....	101	Miss. & Mo. L. G.1st M.	35
Harlem, 3d mort., 68....	90	Chi. & Alton 1st mortg.	95
Chi.,B.&Q. 8 ℘ c. 1sts..	108	Chi. & Alton Income....	88
N. Ind. Gosh. Line '68.	90	Atl. & Gt. West. 1st M.	95
Mich.S.&N.I. S.F.7 ℘c.	96	Ohio & Miss. 1st M....	75
Alton & T. H. 2ds Pref.	75	Mil. & St. Paul 1st mor.	76
Alt. and T. H. 2ds Inc.	70	Mil. & St.Paul Incomes.	68

The original 5-20 Loan of 1862, payable in 1882, but subject to redemption by the Government, in Gold, at any time after the 1st of May,

1867, amounted to................	$514,780,500
Of which in Registered Stock..........	118,920,500
Coupon Bonds outstanding..........	$395,860,000

Of these Bonds, we estimated on the 1st of May last, that about $120,000,000 were then held in Europe, and possibly $30,000,000 additional held here as for European account, making altogether $150,000,000 *then* owned abroad. Since then the additional transmissions have probably amounted to $30,000,000, so that about one-half of the original 5-20 Coupon Bonds have already left the country, and the other half will, from present appearances, assuredly gradually follow, if anything like the present currency for Exchange is kept up another six or twelve months. It is proper to add that our own estimate of the sum total now held or owned abroad is from $20,000,000 to $50,000,000 below the calculations indulged on the Street by some of the German Banking firms, and also by our respected neighbor of the German *Commercial Gazette*, Mr. M. MEYER.

The following additional July returns from the Western Railway traffic have been received:

	July, 1865.	July, 1864.
Northwest..........	$688,171	$477,742
Illinois Central..........	581,996	403,838
Marietta..........	108,651	89,583
Chicago & Alton..........	315,944	213,960

Attention is directed to the card of Messrs. THOMAS & KENDRICK, No. 42 Exchange-place, advertised on another page of this paper, Brokers in Bonds of States, Cities and Railways, outside the usual quotations of the Stock Exchange, and embracing the Bonds of the Southern States, and their municipalities and corporations.

The following is the report of business by the Illinois Central Railroad Company for the month of July, 1865:

Acres Construction Lands sold..	6,003.54 for	$67,376 41
Acres Interest Fund Lands sold.	303.63 for	5,092 80
Acres Free Lands sold..........	840.00 for	10,643 20
Total sales during the month of July, 1865..........	7.147,17 for	$83,112 41
To which add two town lot sales.		1,045 00
Total of all..........		$84,157 41
Cash collected in July..........		$106,347 48
Receipts from passengers..........		201,404 50
Receipts from freight..........		306,483 50
Receipts from mails..........		6,358 33
Receipts from rent of road..........		4,750 00
Receipts from other sources..........		18,000 00
Total receipts in month of July, 1865..		$531,996 33
Total receipts in month of July, 1864..		403,838 75

A London letter to one of the afternoon papers thus singularly connects the finances of the United States with the political discontents in Prussia:

"The state of political discontent in Prussia continues to excite attention, but at present the material condition of the country is too prosperous to allow much chance of disturbance on mere grounds of theoretical right. A bad harvest or any other event that might bring temporary distress, would be the true forerunner of peril. In this respect the financial steadiness of the United States will exercise, perhaps, a critical influence, since any default or intense apprehension of default in the punctual payment of the dividends of the large amount of American bonds in Germany, would produce severe effects and predispose the population to look for some means of giving vent to their disappointed feelings."

We cannot imagine upon what authority or even reasonable suspicion this writer looks to any "default" in the payment of American Interest. The Gold Customs the last Fiscal Year were nearly thirty millions in excess of the Gold Interest to which they are pledged, and for the present Fiscal Year they will be sixty millions in excess. The first statement should have been known to the writer in London as a fact established. The second is now scarcely doubted in any part of Germany where our Bonds are held for investment.

If we are not mistaken in the ear-marks of the London writer, it was he who predicted, in the columns of the leading journal, with which he is connected, in the Summer of 1863, that the United States Government had paid in July of that year about the last installment of Gold Interest that would be paid upon our War Debt. His opinion at the time, though utterly at variance with fact or probability, was ostensibly founded upon certain banking letters from this city, the writers of which had neither heart nor loyalty in the struggle then going on against treason and rebellion. But such people have ceased to *croak* of late, and we are at a loss to know upon what ground, other than his own narrow prejudices, the London writer now continues to cast doubt upon the good faith or ability of our Government. Certain it is that, if the Prussian Government is not revolutionized until it is done by the "discontent" growing out of the failure of the United States to pay the Prussian people their Interest, the King has a good long lease upon his throne. What his stupid Majesty or his arbitrary Prime Minister has to do with the question, it is difficult to know.

The day's business at the office of the Assistant Treasurer of the United States was as follows: Receipts, $6,004,662 95; including for Customs, $453,000; on account of Loan, $142,000; payments, $4,880,594 03; balance, $61,177,889 80.

BANKING AND FINANCIAL.

☞ H. J. MESSENGER,
BANKER,
No. 139 Broadway,
SEVEN-THIRTY LOAN AGENT.

Gold bonds and stocks of all descriptions bought and sold on commission.

Accounts of banks, bankers, and individuals received on favorable terms.

☞FOR SALE—Three hundred thousand dollars New-York Central Railroad Seven Per cent. Convertible Bonds of eighteen hundred and seventy-six. Apply to JAMES H. BANKER, at the office of R. L. Cutting & Co., No. 19 William-st.

GENERAL MARKETS.

NEW-YORK, Wednesday, Aug. 9, 1865.

Receipts of the principal kinds of Produce since our last, 74 bbls. Ashes, 12,481 bbls. Flour, 938 bbls. and 440 bags Corn Meal, 74,242 bushels Wheat, 120,632 bushels Corn, 50,148 bushels Oats, 5,156 bushels Malt, 953 pkgs. Provisions, and 250 bbls. Whisky.

ASHES—Are inactive, at $7 50@$7 62½ for Pots, and $7 75@$7 87½ for Pearls, ℘ 100 lbs.

COAL—Has been quiet, at former quotations.

COFFEE—Has been rather more active at former prices. We quote: Java at 25c.@26c.; Rio at 17c.@21c.; Maracaibo at 19c.@22c.; Laguayra at 21c.@22c.; St. Domingo at 17¼c.@17¾c.; Native Ceylon at 22½c.@23c. ℘ lb., in gold. Sales 8,500 bags Rio, in bond, at 14¼c., in gold, ℘ lb.

COTTON—Has been in less demand, though buyers have had any existing advantage, in view of the liberal receipts, which have averaged over 4,000 bales a day thus far this week. Middlings close quite heavily at 44c.@45c. ℘ lb. The week's exports from this port have been 5,911 bales, all to Liverpool.

FLOUR AND MEAL—State and Western Flour have been in more demand, at a partial advance of 5c.@10c. ℘ bbl. Sales since our last amount to 14,000 bbls., including very inferior to choice Superfine State and Western, at $5 75@$6 25; poor to choice Extra State, at $6 40@$6 90, chiefly at $6 40@$6 50; round-hoop extra Ohio, inferior to good shipping brands, at $7 75@$8 00 ℘ bbl.

Superior State and Western.........	$5 75	@$6 25
Extra State.........	6 40	@ 6 90
Extra Illinois, Indiana, Michigan, &c.	6 45	@ 9 75
Extra Ohio, round-hoop, ship'g brands	7 75	@ 8 00
Extra Ohio, trade and family brands..	8 10	@ 9 75
Extra Genesee.........	6 90	@ 9 75
Poor to choice extra Missouri.........	7 10	@11 50

Southern Flour is in moderate demand and firmer. Sales since our last, 600 bbls., at $7 70@$8 90 for poor to good, and $9@$12 25 for good to very choice extra brands, ℘ bbl. Canadian Flour is doing better. Sales 400 bbls. Extra at $6 50@$9 ℘ bbl. Rye Flour continues very quiet, including Superfine at $5 50@$6 10 ℘ bbl. Corn Meal is in more demand, at $5 15@$5 25 for Jersey, and $5 60 for Brandywine, ℘ bbl.; sales 470 bbls.

GRAIN—Wheat has been more active, and has advanced 2c.@5c. ℘ bushel, under an increased speculative demand, chiefly on Western account. Sales 100,000 bushels, including Amber Michigan at $2, Red Western at $1 77@$1 90; Amber Spring at $1 42@$1 45; Milwaukee Club and Chicago Spring at $1 38@$1 45, and New Red State at $1 95 ℘ bushel. Corn has been in fair request, opening heavily, but closing more firmly. Sales, since our last, 85,000 bushels at 87c. for unsound, and 87½c.@89c. for sound mixed Western, ℘ bushel. Rye, Barley, and Barley Malt, remain as last noticed. Western Oats have been in fair demand, at 61c.@62c. ℘ bushel.

HAY—Has been in limited demand at 95c.@$1 15 for old, and 75c.@85c. for new ℘ 100 lbs.

HOPS—Have been in good request at buoyant prices at 15c.@45c. for inferior to fancy ℘ lb. Holders are not eager to sell at prevailing rates, in view of the discouraging crop news from the interior.

LATHS—Have been sparingly purchased, including Eastern at $2 25 ℘ thousand.

LIME—Rockland has been inactive at $1 20 for Common, and $1 60 for Lump ℘ bbl.

METALS—Have been less freely dealt in, at about former quotations.

MOLASSES—Has been in fair demand. An invoice of Porto Rico changed hands on private terms, per gallon.

NAVAL STORES—Continue in moderate demand, including Spirits Turpentine, within a range of from $1 35@$1 40 ℘ gallon, and Resin at $6 25@$17 50 ℘ 280 lbs.

OILS—Have been in limited request, at our revised quotations, including Crude Whale at $1 25@$1 30; bleached do. at $1 45@$1 50; Crude Sperm at $2 15@$2 25; unbleached do. at $2 25@$2 35; Lard Oil at $1 85@$2 05; Linseed at $1 18@$1 20; Red Oil at 95c.@$1 05 ℘ gallon.

PETROLEUM—Continues inactive at 32½c.@33c. for Crude; 52c.@54c. for Refined, in bond; 69c.@72c. for do., free, ℘ gallon.

PROVISIONS—Pork has been less active at reduced prices. Sales have been reported since our last of 7,000 bbls., in lots, at $33 50@$34, closing at $33 50, cash, for New Mess; $29@$29 50 for 1863-4 Mess; $26 25@$26 75 for prime Mess; $24 for prime, ℘ bbl. Cut Meats have been quiet, but firm, at 15c.@17c. for Shoulders, and 20c.@23½c. for Hams. Sales equal to 430 pkgs. Bacon continues dull and nominal. Lard has been in more demand and held with more firmness. Sales 1,200 tcs. and bbls. at 19c.@24½c., the latter rate for very choice kettle-rendered, ℘ lb. Beef continues in fair demand at $10@$14 50 for Extra Mess; $8 50@$12 50 for Plain Mess. Sales, 750 bbls. Prime Mess Beef rules quiet but firm, at $22 50@$25 ℘ tc. Butter is in fair demand at 30c.@35c. for poor to good, and 35c.@40c. for fancy State, and 21c.@29c. for Western, ℘ lb. Cheese rules quiet at 9c.@15½c. for poor to very choice, ℘ lb. We now quote:

New Crop Butter.

Orange and Sussex—fresh pails, ℘ lb..........	35	@40
Pennsylvania and River—fresh pails..........	35	@38
Half-firkin tubs—first quality..........	32	@34
Half-firkin tubs—second quality..........	31	@32
Welch tubs—first quality..........	31	@33
Welch tubs—second quality..........	29	@31
Firkins, New-York State—first quality yellow..	33	@34
Firkins, New-York State—second quality yellow.	31	@32
Firkins, Western—first quality yellow..........	27	@29
Firkins, Western—second quality yellow..........	24	@25
Grease Butter—original packages..........	15	@16
Western—light colored..........	22	@24
Western—common..........	20	@21

New Crop Cheese.

Factory-made Dairies—first quality..........	15¼	@15¾
Factory-made Dairies—second quality..........	14¼	@15
Farm Dairies—first quality..........	14	@14½
Farm Dairies—second quality..........	12	@13
Farm Dairies—common..........	10	@11
Orange County—flat skimmed..........	9	@11

SUGARS—Have been moderately inquired for at uniform prices. Sales since our last 870 hhds. Cuba, &c., at 11½c.@14½c. ℘ lb. Refined Sugars continue quiet at 14¾c.@20c. ℘ lb.

TALLOW—Sales 165,000 lbs. at 11½c.@12½c. ℘ lb. The week's business in this line Messrs. ABRAM KNIGHT & SONS notice thus: "The Tallow market during the past week has been very active and transactions have been large, mostly for home consumption. The stock held here is light and the daily receipts are merely nominal, which causes consumers to depend entirely on what is made in this city for their supply. The sales for immediate delivery are made at 12½c.@13c., the latter price for choice brands. There has been considerable sold for future delivery on private terms. From all appearances, prices seem to have an upward tendency, as the advance during the past fortnight has been over 1c. ℘ lb. There appears to be a great scarcity of other soap stocks, such as grease and tallow oil. The former is used almost exclusively for pressing, at 14c.@15c. ℘ lb., which puts it too high for soap purchasers. We quote at the close to-day: Prime City, 12½c.@13c.; Western, 12½c.; Butchers' Association, 13½c.

WHISKY—Continues quiet at $2 19@$2 20, chiefly at $2 19. Sales 125 bbls.

FREIGHTS—Engagements have been light again, to-day, with 468 vessels of all classes in port. For Liverpool, the engagements included, by steamer 300 bales cotton at ½d. ℘ lb.; also, 500 pkgs. Butter, and 1,000 bxs. Cheese at 40s. ℘ ton. For London, by steamer, 7,000 bushels Wheat at 6d. per bushel.

BUFFALO, Wednesday, Aug. 9.

FLOUR steady but quiet. WHEAT excited, opening at $1 29@$1 30 for No. 1 Spring, and closing firm at $1 34. CORN quiet, held at 78c.@79c. for mixed. OATS—sales at 54c.@55c. BARLEY and RYE nominal. WHISKY quiet. PORK 34c. CANAL FREIGHTS to the United States, Wheat, 14½c.@15c.; Corn, 12½c.@13c.; Oats, 8¼c.@8½c.

PERSONAL.

O. H.—ALL IS GOING ON WELL. W.

SITUATIONS WANTED.

FEMALES.

WANTED—A SITUATION BY A RESPECTABLE Protestant woman as first-class laundress; understands French fluting; has lived in the best of private families. Can be seen at No. 19 11th-st., between 3d and 4th avs.

WANTED—BY A RESPECTABLE PERSON A situation as housemaid and waitress, or take care of children, or travel with a family; city reference given. Apply at No. 490 6th-av., room No. 3.

WANTED—BY A WELL-RECOMMENDED, willing and obliging woman, a situation in city or country; is a good cook and baker, excellent washer and ironer. Call at No. 404 6th-av.

WANTED—SHIRT-MAKING AND ALL KINDS of family plain sewing done neatly by a person having a Wheeler & Wilson's machine at her residence, No. 115 West 24th-st., top floor.

WANTED.—A SITUATION AS COOK; NO OBjection to assist with the washing in a small family; or as chambermaid and do fine washing; best city reference given. Call at No. 116 East 25th-st.

WANTED—A SITUATION BY A PROTESTANT woman as plain cook; is a good washer and ironer; good city reference; no objections to the country. No. 123 West 20th.st.

WANTED—BY A RESPECTABLE WOMAN, A situation as cook; understands cooking in all its branches; best of city references. Call at No. 210 West 25th-st.

WANTED—BY A COMPETENT DRESSMAKER and operator, work in private families, by the week or day; good reference. Call at No. 628 2d-av., between 34th and 35th sts.

WANTED—A SITUATION BY A PROTESTANT woman, as good cook, washer and ironer; is a good baker. Call, for two days, at No. 101 West 19th-st.

WANTED—A SITUATION BY A PROTESTANT woman as waitress in a small private family; best of city reference given. Apply at No. 172 West 19th-st.

WANTED—BY A RESPECTABLE YOUNG German woman a situation as nurse and sewing; best of city reference. Apply in the store, 65 East 1st-st.

EUROPE.—A LADY DESIRES TO RECOMmend her nurse to a family going to Europe; she is accustomed to travel, never sea-sick, an excellent nurse, and in every way desirable to a family about to travel. Call on or address NURSE, No. 55 Catherine-st., New-York.

MALES.

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WANTED—A SITUATION AS GARDENER, BY a single man who thoroughly understands his business as a flower, fruit and vegetable gardener; also, greenhouses, hot and cold graperies, &c. Address R. G., Box No. 206 *Times* Office, for two days.

WANTED.—BY A YOUNG PROTESTANT couple, situations in city or country; the man an excellent groom and coachman; the wife a first-class domestic; they can be highly recommended. Address J. D., Box No. 212 *Times* Office.

WANTED—BY A RESPECTABLE YOUNG man, a situation as coachman and groom; can get the best of reference from his last place. Can be seen at any hour at No. 144 West 28th-st. Call for two or three days.

WANTED—A SITUATION BY A YOUNG MAN as coachman and gardener; thoroughly understands the management of horses and harness; is sober and industrious, and can come well recommended from his last employer. Address E. M., No. 9 Chatham-st.

WANTED—BY AN ACTIVE YOUNG MAN, A situation as coachman; understands his business, and has good reference; no objection to a short distance in the country. Address for two days, J. M., Box No. 197 *Times* Office.

WANTED—BY A YOUNG MAN, A SITUATION as coachman and groom; is experienced and well recommended from his last place. Call at No. 402 Broome-st., corner Centre, New-York City.

WANTED—BY A RESPECTABLE YOUNG man, a situation as coachman in a private family; country preferred; good reference. Address C. J., Box No. 206 *Times* Office.

WANTED—A SITUATION AS COACHMAN; HE can come highly recommended, and has had long experience in the city. Can be seen for two days at No. 331 West 15th-st., or address F. H.

WANTED—A SITUATION AS GARDENER TO work by the day, in or near New-York City; good recommendations. Address A. B., Gardener, Box No. 198 *Times* Office.

WANTED—A SITUATION AS CLERK IN A hardware store, by a young man who has had some experience in the business. Address HARDWARE, Box No. 105 *Times* Office.

WANTED—A SITUATION BY AN EXPERIenced gardener; German, single man; understands his business in all its branches. Call at Mr. ELLIOT'S seed-store, No. 9 John-st.

WANTED—A SITUATION AS COACHMAN OR gardener, or to take care of a place in the country; can furnish first-class reference. Call on or address JAMES HAND, No. 67 Wall-st., second story, front.

WANTED—BY A FIRST-CLASS COLORED waiter, a situation in a private family; no objection to traveling; best of recommendations. Address A. B., Box No. 217 *Times* Office.

WANTED—A COACHMAN'S SITUATION BY A single man; no objection to living in the country; has references. Address J. J., Box No. 197 *Times* Office.

HELP WANTED.

WANTED—A SMART, ACTIVE YOUNG MAN, in an office; one about 18 years of age; must be quick and correct at figures, as well as a good penman. One ready and willing to do all that may be asked of him, such as general office duties, may find a good, permanent position by addressing, in own handwriting, inclosing copies of testimonials, IRON, *Journal of Commerce* Office.

WANTED—IN A NEW ESTABLISHMENT, A young man of 17 or 18 years of age, well educated, and who can reside with his parents in the city; an opportunity to acquire a good knowledge of business. Address W., Post-office Box No. 2,059.

WANTED—A PROTESTANT YOUNG WOMAN to do the general housework of a small family; wages $10 per month; good references required. Apply at No. 10 Willow-place, Brooklyn, or at No. 63 Cortlandt-st., (up stairs,) New-York.

WANTED—A BOY 13 TO 15 YEARS OLD, TO DO errands and make himself useful; must be well recommended and live with his parents in New-York or Brooklyn. Apply at No. 44 Dey-st.

WANTED—A YOUNG MAN, FROM 16 TO 20 years of age, in a wholesale and retail grocery; one from the country preferred. Address P. T. D., Station F, New-York Post-office.

WANTED—A COOK AND LAUNDRESS TO GO twelve miles from New-York; English, Scotch or Welch preferred; must come well recommended. Apply to-day at No. 12 West 10th-st., from 9 to 11 o'clock.

WANTED—A SMART, ACTIVE GIRL FOR chambermaid and waitress. Call for two days at No. 47 East 37th-st., between 10 and 5.

CLERK WANTED—ONE WHO HAS HAD some experience in the book business. Apply between the hours of 2 and 4 P. M. MASON BROTHERS, No. 596 Broadway.

FOREWOMAN.—WANTED, A FIRST-CLASS forewoman for cloaks and mantillas, accustomed to Broadway taste. Address W. M. B., Box No. 102 *Times* Office, with references.

SALESMAN WANTED—WRIGHT, BRINKERHOFF & CO., silk and fancy dry goods jobbers, No. 324 Broadway, are in want of two or three first-class salesmen; those well acquainted with the New-England and New-York State trade can call or address as above.

CANVASSERS WANTED—MALE OR FEMALE, in city or country to sell, POWELL'S GREAT NATIONAL PICTURE, of all the members of Congress who voted for the Amendment to the Constitution prohibiting slavery; a companion to that of the signers of the Declaration of Independence. It is the finest group picture ever published on either side of the Atlantic. Agents can easily make $100 to $200 a month selling it. Address or call on G. M. POWELL & CO., Room No. 24, Bible House New-York.

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FRENCH CABINET FURNINTURE—EVery description of parlor, store and bank furniture made to order at short notice. Repairing of all kinds, and fitting up of interiors promptly attended to at reasonable prices. JOHN DREHER, F. WINTERFIELD, No. 013 East 29th-st.

ALL KINDS OF FURNITURE, MATTRESSES, bedding, looking-glasses, &c., cheapest at SNEDEN & CAMPBELL'S, No. 263 Bowery, between Stanton and Houston sts. Call and save money. Goods warranted and delivered free. Extension-tables cheap.

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The New-York Times.

NEW-YORK, THURSDAY, AUGUST 10, 1865.

THE NEW-YORK TIMES.

The price of the Times (Daily) is Four Cents.

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To Advertisers.

Advertisers in the Times are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

Lincoln Monument.

Parties wishing to subscribe to the Monument Fund to the late President, can do so by applying at the publication office of the Times. Subscriptions limited to $1 each.

Amusements this Evening.

BARNUM'S MUSEUM—(Winter Garden)—MAMMOTH FAT WOMEN, NOVA SCOTIA GIANT GIRL, THE CIRCASSIAN FAMILY, W. B. HARRISON, THE COMIC EXTEMPORANEOUS SINGER. Afternoon at 3, Evening at 7¾—MIDNIGHT ASSAULT—LOVE AMONG THE BONNETS.

WALLACK'S—THE COLLEEN BAWN.

BROADWAY—PICCOLINO.

NIBLO'S GARDEN—ARRAH NA POGUE.

JONES' WOOD—SUMMER NIGHT'S FESTIVAL.

NEWS OF THE DAY.

GENERAL NEWS.

Speaking of the trial of Champ Ferguson, the Nashville *Times & Press* says: "Would it not be better to hang, or burn, or fry to death in petroleum, that horrid monster Champ Ferguson, and take the remainder of the evidence afterward? Enough testimony has already been taken to hang a regiment of villains. Champ is a concentrated example of the wickedness of the rebellion. He is a monster redeemed by no semblance of virtue."

Gen. Sigel, who now conducts the *Wecker*, of Baltimore, one of the ablest of our German newspapers, proposes, in order to gratify those white citizens who dread coming in contact with black voters at the polls, that special ballot-boxes should be kept for the latter class, just as has been the practice with regiments of soldiers voting in the field. Perhaps the plan would relieve the negroes from a great deal of ungentlemanly and disagreeable company.

The Norwich steamboat train, from New-London for Boston, yesterday morning, ran off the track seven miles north of New-London. Four cars plunged into the river. Mr. Adams, of Northborough, Mass., was killed. Twelve or fifteen others were slightly injured—none seriously. The wounded received every attention from the citizens of Norwich. The disaster was caused, it is stated, by a broken rail.

The Smithsonian grounds in Washington have earned an exceedingly bad reputation by reason of the fact that thieves and robbers have made it a resort, and, after nightfall, lie in wait for pedestrians and rob them of watches, money, &c. The scoundrels travel in gangs and have regular signs and signals, and when one discovers an individual it is deemed advisable to rob, his companions are immediately signaled.

Col. C. H. Hoyt, Quartermaster, has been breveted Brigadier-General, and Lieut.-Col. S. H. Lathrop Inspector-General, Colonel; Lieut.-Col. O. H. Hart, Assistant Adjutant-General, Colonel. These officers were formerly on the staff of Maj.-Gen. Hooker, and are now serving on the staff of Maj.-Gen. E. O. C. Ord, commanding Department of Ohio. Gen. Ord has been breveted a Major-General in the regular army.

Kentucky has furnished to the Union armies more than twenty thousand stalwart men who wear "the shadowed livery of the burnished sun." They are all retained in service, and comprise thirteen regiments, eight of which have been ordered to Texas. It is officially estimated that the raising of these colored troops has set free over a hundred thousand slaves.

The State Auditor of Kentucky announces that there have been received at his office the tax books for the year 1865, from seventy-nine out of one hundred counties in the State, and that the slaves therein reported number 125,860, valued at $5,726,200, an average value per head of $45 50. The slaves in Kentucky, in 1864, were 203,987, and valued at $34,179,246.

Last Saturday, a refugee from Texas, visiting a relative in Dayton, Ohio, committed suicide by taking poison. Having declared for the Union when the rebellion broke out, the rebels of Texas confiscated his property, treated him outrageously, and, on attempting to escape into our lines, he was arrested on charge of being a rebel spy, on which he narrowly escaped conviction.

The first race at Saratoga yesterday for three year olds, one and a half mile dash, was won by the revenue colt, *Baltimore*; *Oliata* second. Time, 2:41½. The second race, for two year olds, one mile dash, was won by Wm. Hunker's colt. Time, 1:51¼. The third race, for all ages, one and a quarter miles, won by *Arcola*; *Nellie Graves* second. Time, 2:13.

At the coming State Fair at Utica, there will be a new attraction in the shape of a grand cheese show, at which will be exhibited 1,000 cheeses, each one a specimen of the best dairy skill in America.

A gentleman who has traveled through Iowa lately says that there are at least 20,000 returned soldiers at work in that State helping to save the harvest. He saw hardly an idle soldier in the State.

It seems that N. P. Stone, Collector of Internal Revenue, who died so suddenly in Cleveland a few days since, committed suicide. It appears that he is a defaulter to the amount of from $90,009 to $140,000.

Mr. Edward Hand, who has been Deputy Superintendent of the Banking Department of this State ever since it was organized, has been promoted to Chief Superintendent.

Mosby, the notorious guerrilla leader, was arrested yesterday at Alexandria, and is held in custody by Gen. Auger, commanding in Washington.

Returning soldiers are going West over the Pennsylvania Railroad at the rate of two or three hundred a month, to take up lands in the West under the Homestead Law.

There was a large fire in Galveston on the 2d inst., kindled by incendiaries, the purpose evidently being to destroy the entire town.

The State of Texas has been divided into three military districts. Gen. Turner commands in Galveston, relieving Gen. Granger.

The Minister of the Argentine Republic is translating into Spanish Mrs. Mann's life of Horace Mann.

FROM EUROPE.

The steamship *Cuba*, which arrived at this port yesterday morning, brings the intelligence which indicates the entire failure of the Atlantic Cable. Up to the 28th ult., all seemed to be going on well. Five hundred and fifty miles had been paid out, and the signals were perfectly distinct. But a dispatch of the 30th states that 700 miles having been paid out, the insulation of the cable was interrupted, from causes unascertained at the time. General political news from Great Britain and the continent is unimportant.

LOCAL NEWS.

The Board of Fire Commissioners held their regular afternoon meeting yesterday. Among other unimportant routine business the board resolved to proceed at once to the organization of two engine and one hook and ladder company in each of the following districts: First, Second, Third, Fifth, Sixth, Seventh and Eighth. In the Fourth District no hook and ladder company will be provided at present. Commissioner Pinckney to organize the companies in the First and Second Districts, Commissioner Booth the Third and Fourth, Commissioner Brown the Fifth and Sixth, and Commissioner Engs to organize those designed for the Seventh and Eighth Districts.

At the quarterly meeting of the Shipowner's Association, held yesterday afternoon, a lengthy report was presented by the Special Committee, appointed at the last meeting, to examine into the abuses practiced on the shipping under the existing quarantine laws, favoring the repeal of the laws. The report stated that the Health Officer of the port had more powers than the President of the United States, and went on to show the many abuses under the present law, and concluded with some resolutions calling for the repeal of the act.

At police trials yesterday, before Commissioners Acton and McMurray, Judge Michael Connolly, of the Fourth District Police Court, was one of the complainants. About one hundred cases were tried.

The price of Gold was weaker by ⅛ per cent; yesterday than on Tuesday. Money steady at 7 per cent. The Stock Exchange firm, and higher on Erie Common Shares by 2 per cent. Government Gold-bearing Stocks in demand.

There was increased activity in the breadstuff line yesterday. Flour and Wheat were dearer. Provisions, Cotton, and Whisky attracted less attention, closing heavily. Groceries were in rather more demand. Freights were quiet, with 468 vessels of all classes in port.

The Cable—Great Expectations Disappointed.

A brief Queenstown telegram received by the *Cuba* relieves the pressure of public expectation in regard to the fate of the cable, and brings with it a disappointment which will be universally and deeply felt.

The *Great Eastern* seems to have proceeded on her voyage successfully up to the 29th ult. At that date all was reported going on well and favorably. On Sunday, the 30th, the day on which the *Cuba* called at Queenstown, a brief dispatch was received, announcing that, after 700 miles had been paid out—150 being the work of Saturday, the 29th—*insulation was lost*. The closing words of the dispatch are these: "Cause unknown. Further particulars have not transpired." Those who may still cherish a vague hope that the break may be reparable will find nothing to encourage that hope in the history—which we publish to-day—of the first abortive attempts (of eight and seven years ago) to lay the cable. There has either been an undetected flaw in the wire and its coating, or the paying out on the 29th, which, it will be seen, was at the rate of *six miles an hour*, involved a strain upon the cable which it was not calculated to bear. We shall not have long to wait for further particulars. The *Great Eastern* could have been but little over two days' sail (with her full steam power on) away from Valentia. She would be back there in time for the particulars of her passage to be forwarded by the next Southampton steamer, the *Bremen*—due at Cape Race tomorrow or Saturday.

Some of the London journals—whether justly or not—seem to think that the company feared the discovery of such flaws or weaknesses in the cable as have led to the deplorable result reported. Thus, for instance, remarks the *Pall Mall Gazette*:

> "The Atlantic Telegraph Company appear to have declared open war upon the press. It seems that one of the daily papers, more acute than its rivals, managed to secure a correspondent among the subordinate electricians themselves. The fact was revealed in some way to the Secretary of the company, who telegraphed to Mr. Glass, who sent an order to the *Great Eastern* by the *Hawk*, and the unlucky subordinate was summarily expelled from the ship, turned over the side without his baggage, which was taken on to America. We trust the directors have taken bonds from all their employes, and administered an oath to every sailor, because, if not, intelligence of any imperfection in the cable, which is of course the sort of thing they wish to keep from the ears of possible shareholders, is pretty sure to leak out. Should anything go wrong with the enterprise, the company will probably find that their treatment of the press, both in England and America, has not tended to make public opinion lenient. They forget that theirs is not a private speculation, but one undertaken under contracts with the State."

Without any desire to heap odium upon the directory, we cannot but think it was a most unfortunate thing for them, and for their great enterprise, that every part of their proceedings, from the time the *Great Eastern* left the Medway, was not above board, and the press, or representatives of the leading journals of both countries, invited to witness the experiment and criticise frankly, where criticism appeared justifiable. Mr. W. H. Russell is doubtless fully able to do that work for a large community on both sides of the ocean. But in this instance, unfortunately, Mr. W. H. Russell was and is the mere creature of the company, hired by them, owned by them and controlled by them. Everything he writes, therefore, will be read in the light of these facts. It ought to have been otherwise. However, the business before us now is to set about an international ocean telegraph by another route. The scheme is bound to succeed, and we think the time has come when American skill, energy and pluck might *lead* in this affair.

The Government and the Tax on Bankers' Sales.

It seems to us that the action of the Secretary of the Treasury, in ordering the tax which the government had claimed to be due from brokers and bankers on sales of United States bonds for their own account, is placing the government in a very undignified attitude. As we understand it, this is the position of affairs: The government claimed that the tax was due under the Internal Revenue Act, and the bankers disputed the claim. Thereupon the government brought suits in the United States Circuit Court in this district against some of the bankers, to test the point and recover the amount of the tax. Judge Nelson, before whom it was heard, decided against the government, holding that bankers are not liable to pay a tax on sales of such bonds, made not as brokers for others, but on their own account. The government is not satisfied with the decision, and makes an appeal to have the question determined by the Supreme Court at Washington, to which there is no objection, of course.

But the Secretary has gone further and ordered the collectors and assessors to proceed to collect the tax, just as if the decree of the Court had been in favor of the government instead of against it, and the consequence is that the bankers apply to the Court to protect them by injunction and prevent the disregard of the former decree. The commencement of two such suits is reported in our law columns this morning.

We confess to being a little at a loss how the Secretary can justify such a course. If a man had sued him for a thousand dollars and the Court had decided that he need not pay, he would not think it was showing the highest respect for the law, if the plaintiff were to forcibly take the money out of his pocket, because he was dissatisfied with the decision and was able to take it from him. It seems to us that Mr. McCulloch would neither be pleased to be treated so himself, nor would he treat another man so, if it were a private claim of his own. We cannot see why an official representing the government, should direct to be done as an official what he would not think it was right to do in his private capacity, and it certainly does not look well to see a United States Court having to enjoin a United States officer from disobeying its decree made in a suit brought by the United States to test the very question in dispute.

A Dominant Fact in the Southern Situation.

We know of nothing in connection with the new condition of the South so significant as the desire of the freedmen to learn to read and write, and the quickness with which they obtain this power. There can be no mistake about this, for it is the universal testimony of all the teachers sent out by the Freedmen's Association, and is abundantly confirmed by the reports of our military officers. It is a tremendous fact. If it continues unchanged, one of two things is inevitable: either the poor white masses must acquire new impulses and aims, or the black races must become the controlling power of the South. We may shrink from this alternative, but there is no quarreling with it; it is as inexorable as fate.

The majority of the poor whites of the South cannot read or write, and have no wish to learn. They are utterly without ambition, utterly without the disposition to make any effort to secure a better lot for themselves and their children. They have been content, for generations, to remain ignorant. They do not even understand that ignorance is a misfortune. We have not yet heard of the first indication of a feeling among them that they ought to have instruction which would prepare them for the new situation brought on by the extinction of slavery. We have watched in vain for the faintest breath of an aspiration among them to get the benefit, in the reconstruction of the Slave States, of a public system of instruction like that in the North. They seem, since the rebellion, to have relapsed into greater indifference than ever.

It seems singular that there should be such a difference between the liberated blacks and the poor whites in respect to their readiness to qualify themselves for the new situation. One would naturally say that slavery would have so stupefied and brutefied the blacks that they would be absolutely unable to appreciate the advantages of education, and would be perfectly satisfied with a freedom that would give them plenty to eat and little to do. The poor whites, on the other hand, we should suppose, would quickly understand that nothing but their own mental elevation can keep them above the blacks, now that slavery no longer exists to press the blacks under. The sudden gain of freedom has given the black men a stimulus unfelt by the poor white man of the South, though he has always possessed freedom. The truth is that it is not literally correct to say that Southern slavery has been an unmitigated evil to the black man. With all of its oppression, it has yet imposed upon him habits of industry, and has preserved him from the worst vice of the white race—intemperance. His very sufferings have tended to make his heart peculiarly susceptible to religious sentiment, and to enliven all the higher elements of his being with the hope and faith of final deliverance. Religious hope and faith are always elevating forces, under whatever condition of things, however adverse—even slavery itself. No man will deny that the present generation of Southern blacks are far superior, mentally and morally, to their ancestors who were brought from Africa three or four generations ago. In spite of the fact that their bondage was constantly growing more severe, there was a constantly increasing intelligence, mental and moral. No restrictions could prevent this. It went on at the time when the poor whites were remaining stationary, or were positively degenerating. And now, when slavery is forever lifted from them, we find that they have an eagerness to advance, while no disposition of the kind is shown by the ignorant white class around them.

A Southern letter makes mention of the circumstance that, "a few days since, of 170 white men laboring on public works, but three could sign their names, while of 140 blacks, laboring at the same time and place, 92 could sign their names." Can any sane man believe that any such ratio could become a general fact throughout the South, without its resulting in a positive ascendancy of the blacks? Knowledge is power. Intelligence will always rule in any human society. No difference of race or color can prevent the operation of this social law. Nor can any constitutional regulation, or legislative enactment change the ultimate result. The blacks may for a time be kept out of the suffrage, but just as sure as they get the superior intelligence, just so sure must the suffrage, and every other political power, come into their hands.

It may be that an attempt will be made, when the Southern States completely regain their old powers, to frame legislation calculated to keep the freedmen in their old ignorance. It is even possible that the regulations of the Black Code may be revived, which made it a penal offence to give the black race instruction. But, if what is said of the anxiety of the freedmen to get instruction, is fully true, it would not be possible for any legal enactment to shut it away from them. It would be as idle as to try to deprive them of the light of heaven. The only means of keeping the freedmen from gaining upon the white race is by adopting the free school system of the Northern States, and arousing in the poor whites a new spirit that would prompt them to avail themselves of its facilities. It remains to be seen whether Southern legislators will have the wisdom and the energy to determine upon and carry out this policy, and thus give the poor white masses a fresh impulse, or whether they will content themselves with simply seeking to plant obstructions in the path of the freedmen. If they choose the former course, they may still preserve the ascendency of the white race without doing any wrong to the other. If they adopt the latter course, they will fail in their purpose, besides disgracing themselves before the world.

The Death of a Dog.—San Francisco papers give details of the killing of William Mulligan, whose fate we have already announced by telegraph. This utterly devilish specimen of a villain was, after a career of wickedness that probably never had a parallel in this country, the victim of the most aggravated delirium tremens. His guilty soul was haunted by the spectres of those he had killed or grossly abused, and his closing hours were very naturally a scene of revolting horror. After the people, with mistaken clemency, had tried every means to tame the infuriated wretch, and after he had added the blood of two more unoffending men to his black catalogue of murder, an officer shot him through the head, and within the minute he went to his long home. This Mulligan was a representative man of his class; a class that should have died with him. There is a romantic notion that most great criminals have certain secondary virtues, such as bravery, magnanimity, &c.; but this creature was a stranger to any such weaknesses; he was, from first to last, an unmitigated fiend. He lived too long by twenty years; the gallows was cheated of its due by just about that length of time.

Gen. Grant in the Provinces.—Gen. Grant has been received and entertained by the civil and military officials of Canada, from Gov. Monck downwards, with a degree of attention and courtesy honorable to all concerned. There is no doubt that the Lieutenant-General will cordially appreciate the good will and respect of which he has been the recipient. It is the greater pity, then, that so respectable a journal as the Toronto *Globe* should make use of Gen. Grant's name to give point to the following sensation story. The *Globe's* Quebec correspondent says:

> "While here Gen. Grant spoke without reserve to several persons on the Mexican question. He said that he had placed one hundred thousand men on the Rio Grande, as an army of observation, and that the French would have to leave Mexico peaceably, if they chose, but forcibly if they refused. The situation of Mexico he looked upon as one which had been created by the rebellion, and the rebellion would really not be overcome until Maximilan was compelled to depart, and the Mexican people allowed to organize a government without foreign interference. With regard to the relations between the United States and England he did not think the present friendly state would be disturbed, unless complications ensued by reason of England's mixing herself up with France in the Mexican question."

A story like this can hardly need contradiction here, where Gen. Grant's reticence on every subject of a military or political kind has become proverbial.

Nickel at a Discount—Silver Wanted.—For the first time in four years, the conductors on the city cars have this week begun to complain that they have a superfluity of nickel coin. Pennies of the oldest and newest substance and design, are fast becoming a drug. This is a good sign—although it may not immediately herald the universal return to specie payments. By-and-by we shall see the old silver bits of the smaller denominations coming out of their hiding-places. *They* are a drug in the neighboring provinces. In fact they have been formally voted a nuisance. Let them be brought into use here, then, where they will be properly appreciated.

Quarantine Abuses.

The Committee on Quarantine of the Shipowner's Association of this city presented at the last meeting of that body a report on the abuses alleged to be perpetrated on the shipping interest under existing quarantine regulations. The committee state that, after a careful examination of the laws relative to quarantine, they find that the only hope of relief from these abuses lies in a radical change of the laws themselves. The Health Officer of the port, is clothed, say the committee, with more unrestricted power than the President of the United States—acting without responsibility to any individual or corporate body.

The quarantine laws, it appears, are so framed that all vessels arriving from foreign ports are subject to the dictation of the Health Officer, no matter what their cargoes may be, or whether they have had infectious diseases on board or not. This law they say is rigidly enforced, and the Health Officer exacts for each special visit $10, besides his regular fee of $6 50. They also allege that the steamers which are allowed to communicate with vessels at quarantine, and which are under the direction of the Health Officer, exact excessive charges for the most trifling services. The committee say in conclusion that

> "the ship owners of New-York do not object to a most rigid quarantine in all cases where it may be necessary, especially if it should be promptly conducted; but the miserable farce practiced at this port under pretence of preserving the health of this city, we do most earnestly protest against. Vessels are detained a long time at quarantine, under the most trifling pretexts, the cargoes discharged there at a very heavy and unnecessary expense, not to preserve the health of this metropolis, but for the benefit of individuals who fatten upon the life's-blood of the commerce to which this city is indebted for her preëminence in this Western hemisphere, while crews, passengers, baggage and even cargoes, have been permitted to come to our wharves and be distributed through our public thoroughfares."

They recommend that a law be drafted exempting from quarantine regulations all vessels which do not pass South of Cape Henlopen, and which shall not have had on board during the passage any infectious or contagious disease, and that at the next meeting of the Legislature the whole matter be laid before that body.

The demands of the ship owners would certainly appear to be reasonable enough, and it is to be hoped that the Legislature will look into the matter and repeal such portion of the law as appears to be made, not to protect the public health, but to put fees in the pockets of certain officials.

Milk—Something Useful to Know.—We have been shown a specimen of condensed milk, prepared by the American Condensed Milk Company. The process by which this article is prepared is simple and differing from those heretofore in use. The milk is evaporated at a temperature of 120 degrees Fahr., in vacuum receivers, this moderate heat not altering the character of the milk, nor carrying off any of its nutritive qualities, as is said to be the case with processes where a greater heat is employed. The condensed milk before us bears, according to the proprietors' statement, four parts of water to one of the condensed fluid, in order to produce the best quality of milk usually sold. We placed with it six parts of water, however, and found the result to be quite equal to the average of milk delivered in this city. A basin of bread and milk, the milk boiled and diluted at the latter rate, was excellent. From careful examination we are convinced that this condensed article is nothing but pure milk, and as such we commend it. The makers sell it very much cheaper than ordinary milk; it will keep sweet double as long, and need not be purchased every day, (it is not delivered on Sundays,) while its decreased bulk makes it much more convenient for handling and transportion. If this new condensed milk takes the place of the attenuated fluid now doled out to this city, the monopolists are rightly served.

To Farmers.—Some of our correspondents assume that we blame the farmers for the present prices of their produce. We do nothing of the kind. The farmers are as much injured as the public are by middlemen and speculators, for the latter snatch the profits which producers might at least share in if they would. Why should a market gardener sell a cabbage for three cents when the public pay fifteen? Where is the necessity for milk "companies," cattle forestallers, and a host of other extortioners? Who keeps up the price of peaches, and what do the growers get for them? This city of ours is woefully swindled. How long is it to be so?

Bread.—The poor man's loaf is at the war price and the war size. Of course, says a wiseacre, who writes to us about the glut of paper money, the law of supply and demand and other such. But the *baker's barrel* is now at the Peace price, while its hoops have never varied in capacity. The two facts seem "kind o' mixed," don't they? An exhibition of bread with names and prices affixed would make some bakers squirm about these times.

FROM WASHINGTON.

Special Dispatches to the New-York Times.

Washington, Wednesday, Aug. 9.

W. C. RIVES.

Ex-Senator Wm. C. Rives, of Virginia, whose application for pardon was filed here a few days since in the Attorney-General's office, has received from the President permission to visit the North during the pendency of his application. The conditions of the permit are that Mr. Rives shall report and give his parole to Gen. Van Alen, at the residence of the latter on the Hudson.

IMPORTANT LAND DECISION.

Secretary Harlan, of the Interior Department, made an important decision to-day respecting the even or reserved sections along the line of the Union Pacific Railroad under grant by acts of Congress, 1st July, 1862, also 2d July, 1864. In the case of a homestead entry at Junction City, Kansas, on one of the reserved or alternate sections, above referred to, question has been raised as to rate per acre, at which said reserved sections shall be held. The Homestead Law allows one hundred and sixty acres to each settler, of one dollar and twenty-five cents per acre land, or eighty acres of two dollar and fifty cents acre land. The Homestead party in this case applied to take one hundred and sixty acres of reserved sections in question. The Commissioner-General of the Land Office rejected the application upon the ground that the tracts not being subject to preëmption at a sum less than $2 50 per acre, exceeded the number of acres that one party could acquire under the Homestead Act of the 20th of May, 1862. Secretary Harlan, after a thorough examination of the whole matter, has affirmed the judgment of the General Land Office, deciding as follows: "The act entitled, An Act to extend preëmption rights to certain lands therein mentioned, approved March 3, 1853, provides that the preëmption laws of the United States, as they now exist, be and they are hereby extended over alternate reserved sections of public lands along the lines of all railroads in the United States, wherever public lands have been or may be granted by act of Congress. The even sections along the line of the Pacific Railroad must be treated as reserved sections, within the meaning of this act. Being treated as subject to preëmption, the question arises at what price may they be purchased. The proviso in the above act declares that the price to be paid shall, in all cases, be $2 50 per acre, or such other minimum price as is now fixed by law or may be fixed upon lands hereafter granted. The price of reserved sections is to be $2 50 per acre, unless changed by a price fixed, or to be fixed, by law, on granted sections. In this case, Congress has not fixed any price on granted sections until three years after the completion of the entire road, it consequently follows, that the price named, $2 50 per acre, must now be paid for reserved sections under existing legislation.

ARREST OF MOSBY.

Mosby, the guerrilla leader, came into Alexandria this afternoon on the train from Culpepper, and was immediately arrested. He is held to await the orders of Major-Gen. Augur, commanding the Department of Washington.

GONE TO THE PENITENTIARY.

A number of prisoners were sent from the Old Capital prison last night to serve out sentences in the Albany Penitentiary. Among them are Austin Suttles, a Sergeant of the regular army, who for selling enlistment papers is sentenced to three years in the prison and a fine of $10,000.

THE LAST PRISONER OF WAR.

Lieut. David H. Cockrill, First Virginia Infantry, the last prisoner of war in the Old Capitol, to-day took the oath of allegiance and was released. There now remain in the building 121 prisoners.

A FISH SALE POSTPONED.

The government to-day offered for sale at Alexandria one hundred thousand pounds of codfish and seventy-four barrels of herring, but as only one-eighth of a cent per pound was offered, the sale was withdrawn.

A SUBSCRIPTION FOR MRS. DAVIS.

The Secessionists of Washington are quietly circulating a subscription list for the benefit of Mrs. Jeff. Davis, who is reported to be in reduced circumstances. Application was made by Mrs. Davis to visit her husband at Fortress Monroe, but the request was not granted.

A JOUST.

A tournament takes place at Analostan, near Georgetown. Major-Gen. Augur and Gen. E. D. Townsend act as judges.

A SPECIAL PARDON.

Herschel V. Johnson, of Georgia, the candidate for Vice-President with Douglas in 1860, was pardoned to-day by the President, at the intercession of Mrs. Douglas.

REVENUE DECISIONS.

The following decisions were rendered to-day by the Commissioner of Internal Revenue: Ordinary dredging for the purpose of keeping water channels in navigable condition is considered a work rather of repair than as a labor of construction, and therefore contracts for such labor do not render the contractor liable to license. A deed executed prior to Sept. 1, 1862, if it was delivered prior to that date, requires no stamp and may be admitted to record, but if delivered since that date, it should be stamped and cannot legally be recorded, unless stamped. Bonds given in action of replevin and in actions commenced by capias, are held to be bonds required in legal proceedings, and therefore exempt from stamp duty.

TRIAL OF WERZ.

Maj.-Gen. Wilcox, Col. Lee, of Boston, and Alfred Ely, of New-York, have been summoned here to testify before the Military Commission for the trial of Andersonville prison-keeper Werz, who acted in a similar capacity in Richmond at the commencement of the war. The number of letters received here from officers and soldiers offering to testify to sufferings at the hands of Werz average one hundred per day. The trial is not expected to take place for at least two weeks.

NEW HOUSE FOR THE PRESIDENT.

The President, last evening, accompanied by the Commissioner of Public Buildings, rode out to the Heights of Georgetown, for the purpose of viewing a place of residence selected for the President's family during the hot season, but returned with the conclusion that the distance between the White House and the proposed Summer residence would occasion too much inconvenience. As there is no eligible locality nearer than this point, however, the friends of the President will probably succeed in inducing him to adopt their selection of this retreat.

SALES OF HOSPITAL FURNITURE.

At the sales of an immense amount of hospital furniture by the government yesterday, one hundred McClellan cots sold for $1 75 each; 1,100 iron camp bedsteads, 30¾ cents each; 500 husk mattresses, 25 cents each; 3,500 blankets, 80 cents each; 75 dozen cot sheets, 32¼ cents each; 8,000 dozen bottles, $1 42 per hundred; cook-stoves, $4 25; cauldrons, $5 30.

HILL RELEASED.

H. G. Hill, the ex-rebel Brigadier-General, committed last week to the work-house for vagrancy, was released on the payment of the fine by friends of the prisoner.

PRISONERS SENT AWAY.

Ten prisoners, sentenced by the Criminal Court of the District of Columbia to confinement at hard labor in the penitentiary, leave to-night in the custody of officers for the Albany prison.

FREEDMEN'S AFFAIRS.

Inspector-Gen. Strong, of the Freedmen's Bureau, has forwarded to Gen. Howard a report of his investigations in the Mississippi Valley as far north as Vicksburgh. This territory has, until recently, all been under the supervision of Col. Eaton, now Commissioner for the District of Columbia, against whom charges had been made of frauds upon the government and outrages upon the freedmen. Gen. Strong reports directly the reverse, and states that the freedmen, wherever protected by the government are in a flourishing condition. Four thousand acres of cotton and corn are under cultivation at Davis' Bend. Five hundred acres are set apart as a home for those unable to wholly support themselves. The remainder of the land is divided into tracts of from 8 to 50 acres, each freedman thus conducting an independent enterprise of his own. The crops promise a very large harvest.

DR. BRECKINRIDGE.

Rev. Dr. Breckinridge, of Kentucky, chairman of the committee which renominated Mr. Lincoln, is here for the purpose of securing pardon for his son, an officer of the rebel army.

CENSUS RETURNS.

The eighth census returns give the following exhibit of the total manufactures in the New-England States in 1860: Annual value of products, $468,599,287; annual cost of labor, $104,231,466; male hands employed, 262,834; female hands employed, 129,002; cost of raw material, $245,523,107; capital invested $257,477,783; number of establishments, 20,671.

MUDSILLS TO THE RESCUE.

The rebel Gen. Hill, committed to the Workhouse several days ago for indecent and disorderly conduct, has been released, two mechanics having yesterday paid his fine.

PRIZE MONEY.

The prize money from about five hundred naval captures is announced for distribution at the Fourth Auditor's Bureau.

EDUCATIONAL CONVENTION.

Meeting of the American Institute of Instruction—Very Large Attendance—Election of Officers—A Letter from Gen. Howard.

New-Haven, Wednesday, Aug. 9.

The American Institute of Instruction held its second session to-day. There are present at least 1,000 delegates from abroad, mostly from the Northern States, and of whom two-thirds are ladies. B. G. Northrup was reëlected President. The question discussed to-day was, "What duties does the return of peace bring to the friends of education, especially in reference to Freedmen?" Speeches were made by Rev. Mr. Streeby and Rev. Mr. Abbott, of New-York; Prof. Hart, of Philadelphia; Prof. E. B. Bassett, (colored,) of Philadelphia; Bishop Smith, of Kentucky; Mr. Wood, of Illinois; Prof. Thatcher, of Yale, and Prof. Zachor, of Andover. Mr. Abbott said he had letters from Govs. Holden and Brownlow urging missionary work in the North to establish public school systems in Tennessee and North Carolina. Prof. Bassett urged coöperation with the blacks to accomplish the object. Freedmen would have more confidence in negroes as teachers.

A letter from Gen. Howard was read, of which the following is a portion:

I am particularly rejoiced at the proposed discussion of the subject relating to the education of American freedmen. My purpose is to aid the work of education by every means of encouragement that are, or may come, within my power, as Commissioner of Freedmen or Refugees. I will have the general superintendence of the work in the States where I have assistant commissioners, and have already provided, where possible, that the teachers shall have quarters and fuel, and they are permitted to have the army ration by purchase, which lessens the cost of board one-half. When the blacks have received money or wages enough they will feed as many teachers as the benevolent agencies may send them. So they promise. Then send the teachers and organize as many schools as possible. The difficulties will be from the opposition of blind prejudice or real ignorance. Some men will shut their plantations, as far as they can, against loyal teachers, and we must meet them in the spirit of missionaries. My agents are instructed to give full protection to the schools. They will always have the power to call for military aid; but I am much induced to exercise every other method before calling for military force. We must do what we can to overcome prejudice and opposition by carrying with us the spirit of Christ into every nook and corner of the South. Rejoice over every foot of ground gained, and never be discouraged at contumely or failure. The whites need much real effort in their behalf. I scarcely ever found a white child that could read in passing through Georgia and South Carolina. The union of the different benevolent agencies is really a move in the right direction. It will harmonize and encourage the efforts of those whose hearts are longing for a successful fulfillment of the promise of this wonderful revolution. Work and schools go hand in hand when free labor is well regulated and properly settled, as will soon be the case. With a large influx of loyal immigration, and a purchase or rental of land by freedmen, more or less extended schools and churches will spring into existence and thrive. More than 200,000 people, old and young, in the insurrectionary States, have learned to read in the last three years. The soldiers of regiments and the schools established all over those States, attest the energy put forth with the government, the loyal Christians and the negroes on the one side, working night and day. What will be the efforts of a few blind guides on the other but demonstrate with increasing emphasis the wickedness and folly of shutting out the light of truth. It is for the interest of the South to coöperate with us; and God grant her sons and daughters the wisdom to do so before He afflicts them further.

Very truly, yours,

O. O. HOWARD, Major-General.

Gov. Andrew will speak to-morrow.

THE BLACK SOLDIERS OF KENTUCKY.

Over Twenty Thousand Negroes Furnished to the Armies of the Union—More than a Hundred Thousand Slaves Made Free.

Louisville, Wednesday, Aug. 9.

Gen. Brisbin, in his official report of the organization of colored troops, states that Kentucky has furnished 28,818 black men to the army, the One Hundred and Seventh, One Hundred and Eighth, One Hundred and Ninth, One Hundred and Fourteenth, One Hundred and Fifteenth, One Hundred and Sixteenth, One Hundred and Seventeenth One Hundred and Eighteenth, One Hundred and Nineteenth, One Hundred and Twenty-second, One Hundred and Twenty-third, One Hundred and Twenty-fourth and One Hundred and Twenty-fifth Regiments of Colored Infantry, are all from Kentucky. They have been retained in the service, and the first eight ordered to Texas. The Fourth, Eighth, Twelfth and Thirteenth Regiments of Colored Artillery, (heavy,) and the Fifth and Sixth Regiments of cavalry are from Kentucky, and except the Eighth Artillery, are now on duty in this State. Gen. Brisbin says that 24,000 women and children have been freed under the act of March 3, 1865, granting freedom to the wives and children of colored soldiers. The whole number of persons made free in Kentucky through the instrumentality of the army, is 100,864.

The Kentucky Election.

Louisville, Wednesday, Aug. 9.

Gallatin County, official: For Congress—Ward, 357; Smith, 253.

Paducah, Wednesday, Aug. 9.

The Democratic ticket is elected throughout the entire First District, and Mr. Trimball gets 5,000 majority for Congress.

Louisville, Wednesday, Aug. 9.

The *Union Press* makes the following estimates of Congressional majorities:

First District—Trumbull, Democrat, 3,000 majority.

Second District—Yeaman, Union, is probably elected.

Third District—This district is also close. The chances are even between Lowry and Grider.

Fourth District—Harding, pro-slavery, 3,500 majority.

Fifth District—Rousseau, pro-amendment, 1,500 majority.

Sixth District—Smith, pro-amendment, 800 majority.

Seventh District—Shanklin, pro-slavery, 3,000 majority.

Eighth District—Randall, pro-amendment, 4,000 majority.

Ninth District—McKee, pro-amendment, 4,000 majority.

OUR LATE PRESIDENT.

LIFE OF ABRAHAM LINCOLN.

Contributions to the Secret History of the War—Correspondence Preliminary to the Niagara Falls Peace Negotiations—Warning of the Organization of a Conspiracy to Assassinate Secretary Seward and Gen. Sherman—Letter from Mr. Lincoln to Count Gasparin.

Messrs. Derby & Miller, of No. 5 Spruce-street, have just published "The Life, Public Services and State Papers of Abraham Lincoln," by H. J. Raymond. It is an octavo volume of over 800 pages, and contains all of Mr. Lincoln's State papers, with his speeches, addresses, messages, letters, and proclamations. The text, from the pen of Mr. Raymond, connects them in their proper order, and succinctly details the circumstances under which they were issued or made. The documents given in this volume also comprise many not heretofore published, and which are not only interesting but highly important, because of the light they shed upon the political history of the country during the last four or five years. In connection with the famous Niagara Falls peace negotiations we have the following curious documents, one of which (Mr. Greeley's *ultimatum*) was reproduced in the Times from an English journal some weeks since. After referring to the manifesto issued by Senator Wade and Hon. H. Winter Davis, the biographer says:

Still another incident soon occurred to excite a considerable degree of public anxiety concerning the immediate political future. It was universally understood that a strong desire for peace pervaded the public mind, and that the determination to prosecute the war was the dictate of duty, rather than inclination. To such an extent did this longing for peace influence the sentiments and actions of some, among the least resolute and hopeful of the political leaders in the Republican party, that ready access to them was found by agents of the rebel government, stationed in Canada for such active service as circumstances might require. Of these agents, who were then at Niagara Falls, were C. C. Clay, formerly United States Senator from Alabama, Prof. Holcombe, of Virginia, and George N. Sanders. Acting on their behalf, and under their instructions, W. Cornell Jewett, an irresponsible and half-insane adventurer, put himself in communication with Hon. Horace Greeley, editor of the New-York *Tribune*, whose intense eagerness for peace had already commended him to the admiration and sympathy of the emissaries of the rebel government. In reply to some letter which had been addressed to him, but which has not yet been made public, Jewett wrote on the 5th of July to Mr. Greeley the following letter:

Niagara Falls, July 5, 1864.

My Dear Mr. Greeley: In reply to your note, I have to advise having just left Hon. George N. Sanders, of Kentucky, on the Canada side. *I am authorized to state to you, for our use only, not the public, that two ambassadors of Davis & Co. are now in Canada, with full and complete powers for a peace*, and Mr. Sanders requests that you come on immediately to me, at Cataract House, to have a private interview, or if you will send the President's protection, *for him and two friends*, they will come on and meet you. He says the whole matter can be consummated by me, you, them, and President Lincoln. Telegraph me in such form that I may know if you come here, or they to come on with me. Yours,

W. C. JEWETT.

The next day Mr. Jewett also telegraphed as follows:

H. Greeely, Tribune:

Will you come here? Parties have full power. Wrote you yesterday. JEWETT.

This letter and telegram Mr. Greeley inclosed to the President, at Washington, accompanied by the following letter:

New-York, July 7, 1864.

My Dear Sir: I venture to inclose you a letter and telegraphic dispatch that I received yesterday from our irrepressible friend, Colorado Jewett, at Niagara Falls. I think they deserve attention. Of course I do not indorse Jewett's positive averment that his friends at the Falls have "full power" from J. D., though I do not doubt that he thinks they have. I let that statement stand as simply evidencing the anxiety of the Confederates everywhere for peace. So much is beyond doubt.

I therefore venture to remind you that our bleeding, bankrupt, almost dying country also longs for peace—shudders at the prospect of fresh conscriptions, of further wholesale devastations, and of new rivers of human blood; and a wide-spread conviction that the government and its prominent supporters are not anxious for peace, and do not improve proffered opportunities to achieve it, is doing great harm now, and is morally certain, unless removed, to do far greater in the approaching elections.

It is not enough that we anxiously desire a true and lasting peace; we ought to demonstrate and establish the truth beyond cavil. The fact that A. H. Stephens was not permitted a year ago to visit and confer with the authorities at Washington has done harm, which the tone at the late National Convention at Baltimore is not calculated to counteract.

I entreat you, in your own time and manner, to submit overtures for pacification to the Southern insurgents, which the impartial must pronounce frank and generous. If only with a view to the momentous election soon to occur in North Carolina, and of the draft to be enforced in the free States, this should be done at once. I would give the safe conduct required by the rebel envoys at Niagara, upon their parole to avoid observation and to refrain from all communication with their sympathizers in the loyal States; but you may see reasons for declining it. But whether through them or otherwise, do not, I entreat you, fail to make the Southern people comprehend that you, and all of us, are anxious for peace, and prepared to grant liberal terms. I venture to suggest the following

PLAN OF ADJUSTMENT.

1. The Union is restored and declared perpetual.
2. Slavery is utterly and forever abolished throughout the same.
3. A complete amnesty of all political offences, with a restoration of all the inhabitants of each State to all the privileges of citizens of the United States.
4. The Union to pay four hundred million dollars ($400,000,000) in five per cent. United States stock to the late slave States, loyal and secession alike, to be apportioned *pro rata*, according to their slave population respectively, by the census of 1860, in compensation for the losses of their loyal citizens by the abolition of slavery. Each State to be entitled to its quota upon the ratification by its legislature of this adjustment. The bonds to be at the absolute disposal of the legislature aforesaid.
5. The said slave States to be entitled henceforth to representation in the House on the basis of their total, instead of their federal population, the whole now being free.
6. A national convention, to be assembled as soon as may be, to ratify this adjustment, and make such changes in the constitution as may be deemed advisable.

Mr. President, I fear you do not realize how intently the people desire any peace consistent with the national integrity and honor, and how joyously they would hail its achievement and bless its authors. With United States stocks worth but forty cents in gold per dollar, and drafting about to commence on the third million of Union soldiers, can this be wondered at?

I do not say that a just peace is now attainable, though I believe it to be so. But I do say that a frank offer by you to the insurgents of terms which the impartial say ought to be accepted, will, at the worst, prove an immense and sorely-needed advantage to the national cause. It may save us from a Northern insurrection. Yours, truly, HORACE GREELEY.

Hon. A. Lincoln, President, Washington, D. C.

P. S.—Even though it should be deemed unadvisable to make an offer of terms to the rebels, I insist that, in any possible case, it is desirable that any offer they may be disposed to make should be received, and either accepted or rejected. I beg you to invite those now at Niagara to exhibit their credentials and submit their ultimatum. H. G.

To this letter the President sent the following answer:

Washington, D. C., July 9, 1864.

Hon. Horace Greeley:

Dear Sir: Your letter of the 7th, with inclosures, received. If you can find any person anywhere professing to have any proposition of Jefferson Davis, in writing, for peace, embracing the restoration of the Union and abandonment of slavery, whatever else it embraces, say to him he may come to me with you, and that if he really brings such proposition, he shall, at the least, have safe-conduct with the paper (and without publicity if he chooses) to the point where you shall have met him. The same if there be two or more persons. Yours truly, A. LINCOLN.

Mr. Greeley answered this letter as follows:

Office of the Tribune, New-York, July 10, 1864.

My Dear Sir: I have yours of yesterday. Whether there be persons at Niagara (or elsewhere) who are empowered to commit the rebels by negotiation, is a question; but *if* there be such, there is no question at all that they would decline to exhibit their credentials to me, much more to open their budget and give me their best terms. Green as I may be, I am not quite so verdant as to imagine anything of the sort. I have neither purpose nor desire to be made a confidant, far less an agent, in such negotiations. But I do deeply realize that the rebel chiefs achieved a most decided advantage in proposing or pretending to propose to have A. H. Stephens visit Washington as a peacemaker, and being rudely repulsed; and I am anxious that the ground lost to the national cause by that mistake shall somehow be regained in season for effect on the approaching North Carolina election. I will see if I can get a look into the hand of whomsoever may be at Niagara; though that is a project so manifestly hopeless that I have little heart for it, still I shall try.

Meantime I wish you would consider the propriety of somehow apprising the people of the South, especially those of North Carolina, that no overture or advance looking to peace and reunion has ever been repelled by you, but that such a one would at any time have been cordially received and favorably regarded, and would still be.

Yours, HORACE GREELEY.

Hon. A. Lincoln.

This letter failed to reach the President until after the following one was received, and was never, therefore, specifically answered.

Three days after the above letter, Mr. Greeley, having received additional information from some quarter, wrote to the President again as follows:

Office of the Tribune,
New-York, July 12, 1864.

My Dear Sir: I have now information on which I can rely that two persons duly commissioned and empowered to negotiate for peace are at this moment not far from Niagara Falls, in Canada, and are desirous of conferring with yourself, or with such persons as you may appoint and empower to treat with them. Their names (only given in confidence) are Hon. Clement C. Clay, of Alabama, and Hon. Jacob Thompson, of Mississippi. If you should prefer to meet them in person, they require safe-conduct for themselves, and for George N. Sanders, who will accompany them. Should you choose to empower one or more persons to treat with them in Canada, they will of course need no safe-conduct; but they cannot be expected to exhibit credentials save to commissioners empowered as they are. In negotiating directly with yourself, all grounds of cavil would be avoided, and you would be enabled at all times to act upon the freshest advices of the military situation. You will, of course, understand that I know nothing and have proposed nothing as to terms, and that nothing is conceded or taken for granted by the meeting of persons empowered to negotiate for peace. All that is assumed is a mutual desire to terminate this wholesale slaughter, if a basis of adjustment can be mutually agreed on, and it seems to me high time that an effort to this end should be made. I am, of course, quite other than sanguine that a peace can now be made, but I am quite sure that a frank, earnest, anxious effort to terminate the war on honorable terms would immensely strengthen the government in case of its failure, and would help us in the eyes of the civilized world, which now accuses us of obstinacy, and indisposition even to *seek* a peaceful solution of our sanguinary, devastating conflict. Hoping to hear that you have resolved to act in the premises, and to act so promptly that a good influence may even yet be exerted on the North Carolina election next month, I remain yours,

HORACE GREELEY.

Hon. A. Lincoln, Washington.

On the 12th, the day before the foregoing letter was sent, Mr. George N. Sanders had written to Mr. Greeley as follows:

Clifton House, Niagara Falls,
Canada West, July 12, 1864.

Dear Sir: I am authorized to say that Hon. Clement C. Clay, of Alabama, Prof. James P. Holcombe, of Virginia, and George N. Sanders, of Dixie, are ready and willing to go at once to Washington, upon complete and unqualified protection being given either by the President or Secretary of War. Let the permission include the three names and one other. Very respectfully, GEORGE N. SANDERS.

To Hon. Horace Greeley.

This letter of Mr. Sanders does not seem to have been communicated to the President, but on the receipt of Mr. Greeley's letter of the 13th, he immediately answered it by the following telegram:

Executive Mansion,
Washington, July 15, 1865.

Hon. Horace Greeley, New-York:

I suppose you received my letter of the 9th. I have just received yours of the 13th, and am disappointed by it. I was not expecting you to *send* me a letter, but to bring me a man, or men. Mr. Hay goes to you with my answer to yours of the 13th.

A. LINCOLN.

The answer which Maj. Hay carried was as follows:

Executive Mansion, Washington, July 15, 1864.

Hon. Horace Greeley:

My Dear Sir: Yours of the 13th is just received, and I am disappointed that you have not already reached here with those commissioners. If they would consent to come on being shown my letter to you of the 9th inst., show that and this to them, and if they will come on the terms stated in the former, bring them. I not only intend a sincere effort for peace, but I intend that you shall be a personal witness that it is made. Yours truly,

A. LINCOLN.

When Major Hay arrived at New-York, he delivered to Mr. Greeley this letter from the President, and telegraphed its result to the President, as follows:

United States Military Telegraph,
War Department, New-York,
9 A. M., July 16, 1864.

His Excellency A. Lincoln, President of the United States:

Arrived this morning at 6 A. M., and delivered your letter a few minutes after. Although he thinks some one less known would create less excitement, and be less embarrassed by public curiosity, still he will start immediately, if he can have an absolute safe conduct for four persons to be named by him. Your letter he does not think will guard them from arrest, and with only those letters he would have to explain the whole matter to any officer who might choose to hinder them. If this meets with your approbation, I can write the order in your name as A. A. G., or you can send it by mail. Please answer me at Astor House. JOHN HAY, A. A. G.

The President at once answered by telegraph as follows:

Executive Mansion,
Washington, July 16, 1864.

John Hay, Astor House, New-York:

Yours received. Write the safe-conduct as you propose, without waiting for one by mail from me. If there is or is not anything in the affair, I wish to know it without unnecessary delay. A. LINCOLN.

Maj. Hay accordingly wrote the following safe-conduct, armed with which Mr. Greeley betook himself at once to Niagara Falls:

Executive Mansion, Washington, D. C.

The President of the United States directs that the four persons whose names follow, to wit:

Hon. CLEMENT C. CLAY,
Hon. JACOB THOMPSON,
Prof. JAMES B. HOLCOMBE,
GEORGE N. SANDERS,

shall have safe-conduct to the City of Washington in company with the Hon. Horace Greeley, and shall be exempt from arrest or annoyance of any kind from any officer of the United States during their journey to the City of Washington.

By order of the President:
JOHN HAY, Major and A. A. G.

Here follows that part of the correspondence which was published soon after the "negotiation" was abandoned and which appeared in the Times of July 22, 1864. The only additional document produced is the following telegram from Mr. Lincoln, which is of interest as it calls forth the dispatch addressed " to whom it may concern.

Independent Telegraph Line,
Niagara Falls, July 18, 1864.

Hon. Abraham Lincoln, President:

I have communicated with the gentlemen in question, and do not find them so empowered as I was previously assured. They say that "we are, however, in the confidential employment of our government, and entirely familiar with its wishes and opinions on that subject, and we feel authorized to declare that, if the circumstances disclosed in this correspondence were communicated to Richmond, we would at once be invested with the authority to which your letter refers, or other gentlemen clothed with full power would immediately be sent to Washington with a view of hastening a consummation so much to be desired, and terminating at the earliest possible moment the calamities of war. We respectfully solicit, through your intervention, a safe conduct to Washington, and thence by any route which may be designated to Richmond." Such is the more material portion of the gentlemen's letter. I will transmit the entire correspondence, if desired. Awaiting your further instruction, I remain yours,

HORACE GREELEY.

The biographer comments as follows on these negotiations:

In their note of July 20, to Mr. Jewett, inclosing their final letter to Mr. Greeley, the rebel emissaries acknowledge the assurance, received from Mr. Jewett, that Mr. Greeley "regrets the sad termination of the initiatory steps taken for peace, in consequence of the change made by the President in his instructions to convey commissioners to Washington for negotiations unconditionally." The commissioners must have misunderstood Mr. Jewett, or Mr. Jewett must have misrepresented Mr. Greeley, in this report of the ground of his "regrets," or else Mr. Greeley must have taken a position quite at variance with the facts of the case. Mr. Greeley could scarcely have believed that the President had "changed his instructions" in the least degree; and he must have known that the result of the attempted negotiation was due to a wholly different cause.

The first response made by the President to Mr. Greeley's urgent entreaty that peace commissioners should be received was dated July 7, and said:

"If you can find any person professing to have any proposition of Jefferson Davis, in writing, for peace, *embracing the restoration of the Union, and abandonment of slavery*, whatever else it embraces, say to him that he may come to me."

At the very outset, therefore, the President distinctly specified the conditions on which he would receive the pretended commissioners; they must bring *written* propositions for peace from Davis, and those propositions must embrace two of the things which Mr. Greeley himself had suggested—the restoration of the Union and the abandonment of slavery. So far as appears, Mr. Greeley neither showed this letter of the President to the pretended agents of the rebel government, nor did he inform them in any way of the conditions on which alone they would be received. But in his letters of July 10 and 13, to the President, without making any reference to these conditions, he reiterates his pressing entreaty that the negotiations may be encouraged, and that the rebel agents may be received at Washington. To this the President replied, expressing his disappointment that the commissioners had not already arrived, and saying:

"If they would consent to come, on being shown my letter to you of the 9th inst., [in which the conditions of their coming were distinctly stated,] *show that and this to them*, and if they will come *on the terms stated in the former*, bring them."

Notwithstanding these explicit and peremptory instructions, it does not appear that Mr. Greeley gave the rebel agents any information whatever as to the "terms" of their being received, nor did he show them either of the President's two letters in which these terms were stated. But he proceeded to make arrangements for their visit to Washington, and went to Niagara Falls to bear them company. There he addressed them a letter on the 17th of July, saying that, if it was true, as he had been informed, that they were "duly accredited from Richmond as the bearers of propositions looking to the establishment of peace, and in the fulfillment of their mission," he was "*authorized* by the President of the United States to tender them his safe-conduct on the journey proposed." Mr. Greeley was not authorized to tender these agents a safe-conduct to Washington upon any such terms, but only on certain other conditions which he concealed from the agents, and of which he took no notice whatever, either in his correspondence with them or with the President. Their reply to him, however, corrected his impression that they were "duly accredited" from Richmond to negotiate for peace. They had no authority of the kind, but expressed their belief that they could get it, and upon this presumption, renewed their solicitations for a safe-conduct to Washington. On the 18th, Mr. Greeley wrote to the President communicating this information, but still making no allusion whatever to the conditions imposed upon their being received.

The President, meantime, not understanding the cause of delay in their arrival, sent Maj. Hay, his private Secretary, to communicate directly with "any persons" professing to have authority from Davis to treat for peace, and to inform them, as he had twice before instructed Mr. Greeley to inform them, that any proposition for peace, in order to be received and considered by him, must embrace "the restoration of peace, the integrity of the whole Union, and the abandonment of slavery." These instructions were embodied in the letter addressed "to whom it may concern"—and were delivered by Maj. Hay in person to the rebel agents. As it was the first they had ever heard of any "conditions," and as they had been informed by Mr. Greeley that he was instructed by the President to tender them safe-conduct to Washington, without any mention of conditions—they were of course taken by surprise, and naturally enough attributed to the President the "sudden and entire change of views" with which they reproach him in their letter to Mr. Greeley of July 21. And, strangely enough, even after receiving this letter, and being thus apprised of the charge brought against the President, Mr. Greeley not only failed to relieve him from it by making public the facts, but joined in ascribing to Mr. Lincoln the failure of negotiations for peace, and the consequent prolongation of the war. And, according to Mr. Jewett's statement, Mr. Greeley also authorized him to express to the rebel commissioners his regrets, that the negotiation should have failed in consequence of the President's "change of views."

It is not easy now, any more than it was then, to reconcile Mr. Greeley's action in this matter with fidelity to the Union cause, or with good faith to the Administration, by which alone that cause was maintained. The Opposition press made Mr. Lincoln's alleged tergiversation the ground of fresh and vehement attack, while it was used throughout the rebel States as fresh proof of the faithless character of the Federal Government, and of the absolute impossibility of making peace except by successful war. The commissioners themselves made a very adroit use of the advantage which Mr. Greeley's extraordinary course had placed in their hands, and, in their letter of July 21, addressed to him, but intended to be a public impeachment of President Lincoln's honor and good faith, made a powerful and effective appeal to the indignant pride of the Southern people and the sympathy of their friends in the Northern States.

The President felt very sensibly the injustice done to himself, and the injury done the country by Mr. Greeley's suppression of these most essential facts, in his intercourse with the rebel commissioners. As the only mode of placing the whole subject properly before the people, he applied to Mr. Greeley for permission to publish the whole correspondence—omitting only certain passages not at all essential to a full understanding of the subject, and likely seriously to injure the Union cause by infusing into the public mind something of the despondency which Mr. Greeley himself felt and openly avowed, concerning the prospects of the country. The words which Mr. Lincoln desired to have omitted, in the publication of the correspondence, were the following. In the letter of July 7:

In the second paragraph, the words "and therefore I venture to remind you that our bleeding, bankrupt, almost dying country also longs for peace, shudders at the prospect of fresh conscriptions, of further wholesale devastations, and of new rivers of human blood, and;" also the words "now, and is morally certain, unless removed, to do far greater in the approaching elections."

In the fourth paragraph, the words "if only with a view to the momentous election soon to occur in North Carolina and of the draft to be enforced in the free States, this should be done."

In the last paragraph, the words "it may save us from a Northern insurrection."

In the letter of July 10, second paragraph, the words "in season for effect on the approaching North Carolina election;" and in the last paragraph, the words "especially those of North Carolina."

And in the letter of July 13, last paragraph, the words "that a good influence may even yet be exerted on the North Carolina election next month."

Mr. Greeley declined to give his assent to the publication of the correspondence, unless these phrases should be published also. The President accordingly submitted in silence to the injustice which had been done him, and committed the whole subject, in the following letter, to the judgment of a personal and political friend:

Executive Mansion, Washington, Aug. 15, 1865.

Hon. Henry J. Raymond:

My Dear Sir: I have proposed to Mr. Greeley that the Niagara correspondence be published, suppressing only the parts of his letters over which the red pencil is drawn in the copy which I herewith send. He declines giving his consent to the publication of his letters unless these parts be published with the rest. I have concluded that it is better for *me* to submit, for the time, to the consequences of the false position in which I consider he has placed me, than to subject the *country* to the consequences of publishing these discouraging and injurious parts. I send you this, and the accompanying copy, not for publication, but merely to explain to you, and that you may preserve them until their proper time shall come.

Yours truly, ABRAHAM LINCOLN.

This public statement of the facts of this case is deemed by the author due to the memory of Mr. Lincoln. He has been widely censured for entering into communication with rebel agents at all;—but this correspondence shows that Mr. Greeley's assurances, and his pressing entreaties, had made it necessary for him, either to open the way for peace negotiations or reject the opportunity, which one of the most influential leaders of his own party thus assured him was offered, for an honorable termination of the war. He was charged with having finally insisted upon certain concessions as the basis of an interview, after having first promised it unconditionally; but this correspondence shows that these conditions were distinctly stated at the very outset, but were withheld by Mr. Greeley from the knowledge of the rebel commissioners. It is due to justice, as well as to Mr. Lincoln, that impressions so injurious and so false should no longer prevail.

WARNINGS AGAINST ASSASSINATION.

In the appendix to the volume are given the following communications warning Mr. Seward that the rebel sympathizers abroad had hired assassins to take his life. Mr. F. H. Morse, Consul at London, wrote:

United States Consulate,
London, March 17, 1865.

My Dear Sir: I herewith inclose for your perusal *two* private letters received this week from "B," my secret agent in France. On receiving the first, dated March 12, I immediately wrote to him for a more full statement of all he knew about its contents. I stated to him that the story seemed very improbable; that if they intended to resort to such diabolical modes of warfare, they could find instruments enough near at hand to serve them in such a capacity, and have their work done or attempted more speedily than it could be by sending assassins from Europe; that the assassins would be sure to forfeit their own lives, &c. At the same time I could not shut out from my mind the idea that the starving of our prisoners, shooting and torturing them, the hotel burnings, the piracies, the hanging of Union men in insurgent States, the murdering of prisoners of war in cold blood after surrendering, and their manifold acts of cruelty, rendered the purposes named not only probable, but in harmony with their character and acts. My letter brought the further explanation contained in the second letter of the 14th inst. You perceive the statement of "B" rests on the declaration of ——, or a man who now goes by that name. He is a business agent of the rebels, and has the confidence of the leaders to as great an extent, perhaps, as any one employed by them, or any one under their direction. He travels most of the time from place to place, giving directions and superintending the purchase and shipment of war material. "B" has traveled much with him, and seems to have his entire confidence. I do not think —— would make such a revelation to "B" unless he believed it well founded. If they are to come out openly as professional assassins, it is not at all probable that the distinguished persons named are the only ones selected for their vengeance, or that our Chief Magistrate, or Gen. Grant, are left out of their rôle. The dangers they see *to them* in the calm forbearance, the inflexible justice and firm determination of President Lincoln, will not be overlooked by them.

According to my request, a full description of the man calling himself Clark, is given in the second letter. Johnston is unknown to "B." If Clark has really set forth on such a mission, he will probably attempt to make his way into Sherman's camp as a private soldier, and attempt the deed during an engagement when Sherman is under fire.

Whether there is any actual foundation for what is set forth in the letters or not, I think it not my duty to withhold them, for fear it may be only another added to the thousand false rumors which have got into circulation. I send you all I have been able to learn on the subject, that you may act as you deem expedient in the case. Permit me to express my earnest desire, whatever may be the wish of the rebels in regard to you, and I dare say they are the worst that fiendish brains can entertain, that your valuable life may long be spared to your friends and the service of the Republic. I remain, dear sir, most truly yours,

F. H. MORSE.

Hon. William H. Seward, Secretary of State.

P. S.—Please regard B.'s letter as strictly confidential, I mean as far as the *name* of the writer is concerned.

Paris, Sunday, March 12, 1865.

My Dear Sir: I wrote you on Friday eve late, in hopes it would reach you at your hotel last evening. I have learned only an hour since that on Tuesday or Wednesday a steamer will be in waiting at Belisle, or the island of Oleron, (the last-named some forty miles off the mouth of Bordeaux Erie,) with war material and supplies for the rams; most of the stuff is from Hamburg, reshipped on board of an English steamer, which has been chartered for the purpose. She is a Newcastle steamer, and said to be very swift. I must communicate at once with Walker at Ferrol. Two desperate characters have just left here, (on Wednesday, I believe, but not sure,) one for the North and the other for the South; one of them I know; he has been loafing here for some time. His name is Clark, the other Johnston, but to the best of my knowledge I had never seen him, he having been here only a few days. Their object is the assassination of Sherman and Mr. Seward. Clark is to join Sherman's army and accomplish his deed. The other goes direct to Washington, and the first opportunity that offers kill Mr. Seward. Their expenses are paid, and if successful in the accomplishment of their murderous designs, are to receive $5,000 each. Here is a pretty state of affairs; and I fear those are not the only ones that they intend wreaking their vengeance upon, and you must take immediate steps to convey this to Mr. Seward and Gen. Sherman, as I feel positive it is true, for the party that divulged to me has the greatest confidence in me, and would not have said such a thing to me were it not true. They think by getting rid of Mr. Seward that it will be utterly impossible to get another as able to fill his place, as they say, so rabid for the utter annihilation of the Southern cause. And Sherman being the only real General that we have got, if he could be got rid of, the task is an easy one, as there is no Yankee, to use their expression, to be found that can fill his place. And only see the ingenuity of the rebels here; they have caused to be circulated, and it is quite current, that Gen. Sherman is dead. This is done for the sole cause to prepare the public mind to receive his death beforehand, so that they may not be taken by surprise. It is from beginning to end a deep-laid plot, and the devil himself is no match for them. I give you all the facts so far as I know, and at once, as I considered it my duty so to do as soon as possible, so that you may convey it to Washington with all dispatch. I don't know this Johnston or I would describe him, so that he might be arrested at once, but to my knowledge I have never seen him. Cooper came last night, and to-day spent an hour with me. On leaving he said he would return and dine with me, but about an hour since I learned that he went off in haste to Cherbourg. I don't know what's up there, as I have heard nothing from them; but there must be something in the wind. Friday a courier was sent off, as I stated to you. I was asked to go, but, being ill, I could not, and to-day, Cooper leaving so suddenly looks suspicious. I can give you a full description of Clark at once if you wish it. I am better, and quite able to undertake the journey to Bordeaux or Ferrol, but as yet keep myself in doors, so that I may not be called on to go anywhere for them before I hear from you; then I can excuse myself for a few days in the country, so as to be able to get to Bordeaux. I hope you have received my note on Saturday eve, and written to me to-day. If I am to go to B—— there is no time to be lost. If you have not written me before you receive this, send me twenty pounds, so that I may be prepared for any emergency. Hoping that all the first of the note will be received at Washington in time to frustrate the hellish designs,

I am truly yours, B.

Paris, March 14, 1865.

Dear Sir: Yours of yesterday came duly to hand this morning, and I answer in as brief a manner as possible to its contents in every particular, as you request.

The ram, at Bordeaux, leaves that port to go to Germany, where, report says, she is to be sold to the Prussian Government. So did the other—now the *Stonewall*, in Confederate hands, laying at Ferrol, Spain—leave Bordeaux, for the use of the Danish Government. They must use strategy to get them out of a French port—once out, they can do as they please with her. I am perfectly satisfied, and I believe it beyond a question of doubt, that the ram now at Bordeaux, belongs to and is intended for the use of the rebels, and will go into their hands, if not directly, indirectly, especially if there is any pressure used by the French Government. But my opinion is, this Government will only wink at her departure. I have repeatedly (being one of the Order of the Sons) heard the above things discussed, from time to time, by McCulloch, DeLeon, Heustis, Macfarlan and others of the secret order. The Captain of the *Stonewall*, Capt. Page, is here, and has been for some days, (I forgot to mention this in my last,) as well as several of the officers of the late rebel steamer *Florida*, and I believe they leave to-day. The *Stonewall* is lying at Ferrol, and the *Niagara* is at Corunna—two different harbors, but not far apart. I hear nothing as to when they intend to leave Ferrol, but this much I have learned—that when they are ready to go to sea, they will run one to Corunna where the *Niagara* is, and demand of the Spanish Government twenty-four hours' detention of the *Niagara*, so as to enable them to put to sea. But if Commodore Craven adopts the plan I suggested when I last saw him, this plan of theirs will be easily evaded. Clark I believe to be the real name of the party of whom I wrote you in my last. He has been hanging on here for some time. They could have no possible object in imposing on me in this particular. That's his business, and both he and Johnston have gone, for the avowed purpose, as I have before stated to you, of taking the lives of Mr. Seward and Gen. Sherman. I have not the least doubt but that there are others watching for the same opportunity. The opinion is, with many of them here, that Mr. Seward is *de facto* the President, and does just as he pleases, and were it not for him they would come to some amicable arrangement. It would be useless for me to repeat to you all that I hear on the subject, and the arguments *pro* and *con*. This Clark, I believe, has some other mission as well as seeking the life of Gen. Sherman. He is in height about five feet nine inches, rather slender, thin in flesh, high cheek-bones, low forehead, eyes dark and sunken, very quiet, seldom or ever speaks in company unless when spoken to, has a large dark-brown moustache, and large, long goatee; hair much darker than whiskers, and complexion rather sallow. While here wore gray clothes and wide-awake slouch hat. He is a Texan by birth, has a very determined look, and, from all appearances, I should judge, would, if possible, accomplish whatever he undertakes. The other man, Johnston, I know nothing of, as he was only here some three or four days—he came from Canada via Liverpool—nor would it be prudent for me to make any inquiries concerning him, under the circumstances, as, if anything ever transpires, and he was taken, suspicion from that fact might point to me. And I beg that on no occasion will you ever make use of my name, so that they could get any clue to me; if you did, from that moment my fate would be sealed, especially as I have bound myself to their cause, under so fearful an oath. I once entertained a very high opinion of the Southerners, but from recent facts and events I have changed those opinions, and now my firm belief is, that they would stop at no act, if necessary to accomplish their dear, cherished Confederation. The offer—five thousand dollars—is a good one, and there is to be found plenty who would gladly catch at it. You cannot for one moment have the slightest idea of their feelings toward the North, and it increases as their struggle becomes more desperate. The heads here are in daily consultation, and what is there discussed I have no means of ascertaining. It was Cooper who told me of these two men going out on their diabolical mission, or I perhaps should never have heard of the matter at all, and I considered it my duty to convey to you the facts as I got them, at once, so that, if possible, their designs might be thwarted, and every precaution taken that was necessary; for I repeat again what I have already done to you before—they are bent on destruction, and will not stop at any object, even to the taking of life, so as to attain their ends—and mark me, Mr. Seward is not the only one they will assassinate. I have heard some oaths, and its war to the teeth with them. I feel confident that there is some secret understanding between them and the Emperor of this government; at least I am given to understand so. The death of the Duke de Morny has deprived them of an interview with the Emperor, which was to have taken place, if I am rightly informed, on Sunday last. My sickness has prevented me from being fully posted to all recent movements, but I am in hopes that my health will in a short time be fully reëstablished, and after my return from Bordeaux, I shall be in possession of all movements. I have written at some length, but required, as you requested a full explanation of the foregoing facts. Be kind enough to see that my name is not used at Washington, for there are plenty on the sharp lookout there, and it would be heralded back here, and it might prove fatal for me. I believe I cannot add any more at present. You did not send me all I requested. Please send it at once to Bordeaux by return of mail. I leave for Bordeaux to-night, and will do as you request.

Believe me truly yours, B.

LETTER TO COUNT GASPARIN.

The following letter, addressed by President Lincoln to the Count de Gasparin, one of the warmest friends of the United States in Europe, who had written to the President concerning the state of the country, will be read with interest:

Executive Mansion,
Washington, Aug. 4, 1862.

To Count A. de Gasparin:

Dear Sir: Your very acceptable letter dated at Orbe, Canton de Vaud, Switzerland, 18th of July, 1862, is received. The moral effect was the worst of the affair before Richmond, and that has run its course downward. We are now at a stand, and shall soon be rising again, as we hope. I believe it is true that, in men and material, the enemy suffered more than we in that series of conflicts, while it is certain he is less able to bear it.

With us every soldier is a man of character, and must be treated with more consideration than is customary in Europe. Hence our great army, for slighter causes than could have prevailed there, has dwindled rapidly, bringing the necessity for a new call earlier than was anticipated. We shall easily obtain the new levy, however. Be not alarmed if you shall learn that we shall have resorted to a draft for part of this. It seems strange even to me, but it is true, that the government is now pressed to this course by a popular demand. Thousands who wish not to personally enter the service, are nevertheless anxious to pay and send substitutes, provided they can have assurance that unwilling persons, similarly situated, will be compelled to do likewise. Besides this, volunteers mostly choose to enter newly forming regiments, while drafted men can be sent to fill up the old ones, wherein man for man they are quite doubly as valuable.

You ask, "why is it that the North with her great armies so often is found with inferiority of numbers face to face with the armies of the South?" While I painfully know the fact, a military man, which I am not, would better answer the question. The fact I know has not been overlooked, and I suppose the cause of its continuance lies mainly in the other fact that the enemy holds the interior and we the exterior lines; and that we operate where the people convey information to the enemy, while he operates where they convey none to us.

I have received the volume and letter which you did me the honor of addressing to me, and for which please accept my sincere thanks. You are much admired in America for the ability of your writings, and much loved for your generosity to us and your devotion to liberal principles generally.

You are quite right as to the importance to us for its bearing upon Europe, that we should achieve military successes, and the same is true for us at home as well as abroad. Yet it seems unreasonable that a series of successes, extending through half a year, and clearing more than a hundred thousand square miles of country, should help us so little, while a single half defeat should hurt us so much. But let us be patient.

I am very happy to know that my course has not conflicted with your judgment of propriety and policy. I can only say that I have acted upon my best convictions, without selfishness or malice, and that by the help of God I shall continue to do so.

Please to be assured of my highest respect and esteem. A. LINCOLN.

This work, it should be stated, is only to be procured through the agents authorized by Messrs. Derby & Miller to receive subscriptions.

The Fire Department.

The regular afternoon session took place yesterday, at Firemen's Hall. Present, Commissioners Engs, Booth and Brown.

In the absence of the President, Commissioner Engs was appointed Chairman.

The minutes of the meeting of the board held Aug. 7, 1865, were read and approved.

Communications were received from the Chief-Engineer, inclosing communications from the foreman of Engine Company No. 12, naming fourteen members and the engineer, who desire to attain positions in the Metropolitan Fire Department. Laid on the table.

From Pearl Hose Company No. 28, inclosing an inventory of the property of that company now in their house. Referred to Commissioner Booth.

Resignation return of Hose Company No. 29, of Geo. Fosdick. Confirmed.

From Gould Machine Company, Newark, N. J., calling attention to the hose manufactured by them. Filed.

Application of Thos. M. Golding for a badge, in place of one lost by him. Referred to Secretary.

From Chief-Engineer, making requisition for supplies. Referred to Committee on Supplies.

Commissioner Brown presented report of committee to whom was referred communication of John J. Gorman, foreman of late Exempt Engine Company, accompanied with the following resolution:

Resolved, That the sum of $150 be and the same is hereby appropriated from the item for "contingencies" for the year 1865, the same to be in full payment for furniture and other property of the late Exempt Engine Company, (as per schedule attached,) and that the Treasurer be and he is hereby authorized to issue his warrant for the said amount, payable to the order of John J. Gorman, Esq., foreman.

Which report was received, and the resolution appended thereto adopted.

Commissioner Brown presented the report of the Auditing Committee recommending the payment of sundry bills.

Report received and recommendation adopted.

Commissioner Booth presented the following.

Resolved, That it be referred to a committee to report to this board what alterations are required in the premises known as the "Corporation Yard," in Elizabeth-street, in order to render them suitable for the purposes of the Metropolitan Fire Department. And also that said committee report upon the expediency of establishing a blacksmith's shop thereon, for the purpose of shoeing the horses belonging to the department and doing such other iron work as may be required and profitable to do, the report to contain an estimate of the probable expenditure for the same and also furnish a statement of the useless articles which should be disposed of.

Which was adopted, and Commissioners Engs and Brown appointed such committee.

Commissioner Booth offered the following resolution:

Resolved, That the following companies be immediately organized, viz.:

First District—Two Engine Companies and one Hook and Ladder Company.
Second District—Two Engine Companies and one Hook and Ladder Company.
Third District—Two Engine Companies and one Hook and Ladder Company.
Fourth District—Two Engine Companies.
Fifth District—Two Engine Companies and one Hook and Ladder Company.
Sixth District—Two Engine Companies and one Hook and Laddar Company.
Seventh District—Two Engine Companies and one Hook and Ladder Company.
Eighth District—Two Engine Companies and one Hook and Ladder Company.

Which was adopted.

Commissioner Brown offered the following:

That the organization of companies be assigned as follows: First and Second Districts, Commissioner Pinckney; Third and Fourth Districts, Commissioner Booth; Fifth and Sixth Districts, Commissioner Brown; Seventh and Eighth Districts, Commissioner Engs; said committees to report what alterations are required to houses and apparatus to render them suitable for the purposes of this department.

Which was adopted.

Commissioner Engs presented report of Committee on Counsel, in reference to the surrender of property, not needed by the department, to the city, containing opinion of J. H. Platt, Esq. Laid on table.

Communication from John Decker, late Chief-Engineer, transmitting pay rolls of clerks, foreman of yard and employes for month of July. Also, bill of Charles Miller for cartage. Referred to Auditing Committee.

Commissioner Brown offered the following:

Resolved, That a committee be appointed, with power to purchase the necessary horses, carts and wagons for the use of the Corporation Yard.

Which was adopted, and Commissioners Brown and Booth appointed such committee.

On motion the board then adjourned to Friday afternoon.

Arrivals in the City.

His Excellency Gov. Fenton dined at the Astor House, yesterday, and proceeded to Albany in the evening train.

Mrs. Gen. Gaines, who established her claim to a greater portion of the best part of the City of New-Orleans just previous to the war, is stopping at the Astor House, where she arrived yesterday, and will remain for a short time, previous to visiting Saratoga and other fashionable resorts.

P. T. Barnum, Bridgeport, Conn.; J. B. Lawpont and A. H. Gilman, U. S. Navy; and M. Steal, New-Mexico, are also at the Astor House.

Maj.-Gen. H. H. Shock and lady, U. S. Army; Brig.-Gen. G. E. Dodge, Philadelphia; Hon. E. W. Fox, St. Louis; Judge E. A. Celabough and lady, Baltimore; Hon. J. J. McGra and lady, Chicago; and Judge F. D. Hughes and party, Hartford, are at the Metropolitan Hotel.

Gen. Schainer, U. S. Army; M. Mayor and party, from Mexico, are at the Brevoort House.

NEW-YORK WEEKLY TIMES.

The NEW-YORK WEEKLY TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price Five Cents.

In addition to the latest intelligence by telegraph up to one moment of going to press, there will be found in the current number full details of all military movements in the different departments. Also, all official orders, reports and documents, and the latest and fullest Washington news, are given. European news, with graphic letters from our correspondents in London and Paris, giving the tone of public feeling abroad, is made a special and permanent feature. In addition to Editorials on all the current topics of the day, the Weekly Times has a page of carefully prepared commercial matter, giving the latest financial news and market reports; items of agriculture and domestic interest, compiled from sources many of which are otherwise inaccessible to the American reader; and marriages and deaths of the week.

The "Weekly Record," or news summary—being a careful synopsis and digest of the news of the day, both rebellion and general—is alone worth double the subscription price to the paper, as it preserves in a condensed and conveniently classified form all news of interest, and must prove valuable as a record to all time.

The WEEKLY TIMES will be sent to subscribers in any part of the country on the following terms: One copy one year, $2; three copies one year, $5. Fresh names may at any time be added to Clubs, both of the Weekly and Semi-Weekly, at Club rates. Payments invariably in advance.

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U. S. Postal Currency—In denominations to suit may be obtained in packages of $5 and $10 each, by applying at the Cashier's window, *Times* Office.

Weed Sewing Machine Co.'s Highets Premium Lock Stitch Machines, No. 506 Broadway, New-York.

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Phalon's "Night Blooming Cereus,"
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Phalon's "Night Blooming Cereus,"
A Most Exquisite, Delicate and Fragrant Perfume, Distilled from the Rare and Beautiful Flower from which it takes its name.
Manufactured only by PHALON & SON.
BEWARE OF COUNTERFEITS.
ASK FOR PHALON'S—TAKE NO OTHER.
Sold by druggists generally.

Batchelor's Hair Dye.
The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

The Best Bricks in the United States are being made by Chambers' Patent Steam Brick Machine. One hundred brick per minute have been made, and at *one-third the cost* of hand-made. For patent rights, model and specimen of brick, apply to ABRAM REQUA, No. 27 Cortlandt-st., New-York, up stairs.

Marvin's New Patent Alum and Dry Plaster Fire and Burglar Silver Plate Safes. Highly ornamented, and warranted perfectly dry. Also a large assortment of Bankers' and Merchants' Safes.
MARVIN & CO., No. 265 Broadway.

Trusses, &c.—MARSH & CO.'S Radical Cure Truss Office, only at No. 2 Vesey-st. Also supporters, bandages, silks, elastic stockings, &c. A lady attendant.

Hill's Hair-dye, 50 cts., Black or Brown.—Reliable. Depot No. 1 Barclay-st. Sold by druggists everywhere.

Wheelers & Wilson's Lock Stitch Sewing Machine and Button Hole Machine, No. 625 Broadway.

Howe Sewing Machine Company.—Elias Howe, Jr., President, No. [illegible] Broadway. Agents wanted.

Consumption Curable by Herbal Remedials.

Lungs—Dr. O. PHELPS BROWN'S Acacian Balsam
Lungs—will positively eradicate night sweats, deep-seated coughs, bronchitis, asthma, marasmus,
Lungs—sharp pains in the chest, difficult expectoration, physical prostration, and, in fact, every
Lungs—form of consumption will disappear, after the Balsam has been used a reasonable length of
Lungs—time. It is compounded of rare native and foreign herbs, and healing balsams, whose
Lungs—curative effects prove that nature has provided a remedy for every disease. Your nearest
Lungs—druggist will furnish you with a copy of my pamphlet of 48 octavo pages, beautifully illus-
Lungs—trated with colored plates, free. Price $1 per bottle, or six for $5. To be had, wholesale
Lungs—and retail of D. BARNES & CO., New-York; JOHN D. PARKS, Cincinnati, Ohio; LORD
Lungs—& SMITH, Chicago, Ill.; and by druggists generally.

Writing Inks and Mucilage, the best in the world manufactured by S. S. STAFFORD, No. 11 Cedar-st., New-York.

Willcox & Gibbs Sewing Machine, No. 508 Broadway.

Grover & Baker's Highest Premium Elastic stitch, and lock-stitch sewing-machines. No. 495 Broadway, New-York, and No. 235 Fulton-st., Brooklyn.

MARRIED.

Cochran—Jordan.—In Jersey City, on Wednesday evening, July 19, at the Union Baptist Church, by Rev. W. H. Parmly, Mr. W. D. Cochran and Miss Sarah Alice, youngest daughter of the late Conrad Jordan, Esq., of New-York.

DIED.

Bolles.—On Wednesday, Aug. 9, Richard M. Bolles, M. D., in the 68th year of his age.

His relatives and friends, and the members of the medical profession, are invited to attend the funeral, from his late residence, No. 50 West 4th-st., on Friday, Aug. 11, at 3 o'clock P. M., without further notice.

Baptist.—On Monday, Aug. 7, at Northampton, Mass., Samuel G. Baptist, Jr., aged 15 years, 3 months and 27 days.

The relatives and friends are invited to attend the funeral, from his father's residence, No. 139 Clinton-st., Brooklyn, this (Thursday) afternoon, at 4 o'clock.

Boulware.—On Tuesday evening, Aug. 8, Henry O., only son of Henry J. and Eliza Boulware, in the 24th year of his age.

His friends, and the friends of the family are invited to attend the funeral, at 2 o'clock this (Thursday) afternoon, 10th inst., from No. 5 Delancey-st., near Bowery.

Caffry.—On Tuesday, Aug. 8, after a short illness, Patrick Caffry, in the 89th year of his age.

The relatives and friends of the family, also the Veterans of 1812, are respectfully requested to attend the funeral, from his late residence, No. 142 West 17th-st., on Friday morning, at 10 o'clock.

Cooper.—Suddenly, in this city, on Saturday, Aug. 5, George D., only son of Charles P. and L. Cordelia Cooper, in the 22d year of his age.

The friends of the family are invited to attend the funeral, from the residence of Mr. Ryer, No. 142 West 22d-st., on Thursday, the 10th inst., at 11 A. M., without further notice.

Dodge.—At White Plains, on Tuesday, Aug. 8, Alice M., daughter of Walter R. and Sarah E. Dodge, aged 8 months and 25 days.

The friends of the family are invited to attend her funeral, from the residence of her grandmother, No. 120 Congress-st., on Thursday, at 3 P. M.

Erickson.—Drowned from steamer *Arrow*, on Saturday, Aug. 5, Mary E., youngest daughter of the late William B. Erickson, in the 27th year of her age.

The relatives and friends of the family, also the members of the Green-st. M. E. Church, are respectfully invited to attend the funeral, from the church, in Green-st., near Broome-st., this day, (Thursday,) the 10th inst., at 2 o'clock P. M., without further notice.

Hartough.—In this city, on Tuesday, Aug. 8, of marasmus, Freddie, infant son of Peter C. and Juliet Hartough, aged 7 months and 8 days.

The relatives and friends of the family are respectfully invited to attend his funeral, from the residence of his parents, No. 471 West 22d-st., on Thursday, the 10th inst., at 3 o'clock P. M.

Hodges.—On Monday, Aug. 7, Milton H., only son of William H., and the late Sarah R. Hodges, aged 22 years.

The friends and relatives of the family are invited to attend the funeral, this (Thursday) afternoon, at 3 o'clock, from his late residence, No. 6 East 32d-st.

Hammond.—At Brooklyn, on Saturday, July 29, of the membraneous croup, Amelia Adelaide, only daughter of George P. and Matilda Hammond, aged 5 years and 7 months.

Her remains were taken to the Tarrytown Cemetery.

There is anguish in the household, it is desolate and lone,
For a fondly cherished little one from the parent nest has flown;
A little form is missing, a heart has ceased to beat,
And the chain of love lies shattered at the desolator's feet.

Kenny.—On Tuesday, Aug. 8, Mr. Leander Kenny, aged 38 years.

Funeral from his late residence, old No. 174, new No. 250 West 21st-st., this day, (Thursday,) the 10th inst., at 2 o'clock P. M. Friends of the family are respectfully invited to attend. The remains to be taken in the country for interment.

☞ Providence papers please copy.

Morris.—At Parkersburgh, Va., on Tuesday, Aug. 8, of typhoid fever, Edward Craby Morris, of New-York City, aged 35 years.

Notice of funeral hereafter.

McClure.—On Wednesday, Aug. 9, Cora Berrien, only daughter of Cornelia A. and the late John T. McClure.

The funeral will take place on Friday, at 3 o'clock, at the residence of her mother, No. 99 Lawrence-st., Brooklyn.

Olmstead.—At South Norwalk, Conn., on Wednesday, Aug. 9, at 1 o'clock P. M., Ruth, wife of Chauncey Olmstead, in the 72d year of her age.

Relatives and friends are invited to attend her funeral, at the Congregational Church, in South Norwalk, on Friday, the 11th inst., at 2 o'clock P. M.

Odell.—On Wednesday, Aug. 9, Lizzie, youngest daughter of Jacob L. and Catherine M. Odell.

The relatives and friends are invited to attend the funeral, this afternoon, at 3 o'clock, from No. 112 Garden-st., Hoboken.

Pierson.—On Sunday, Aug. 6, at South Bergen, N. J., Charles E. Pierson, M. D., of this city, in the 78th year of his age.

Porter.—On Wednesday, Aug. 9, Samuel G. Porter, formerly of Philadelphia, in the 35th year of his age.

The funeral will take place on Thursday.

☞ Philadelphia papers please copy.

Reinhart.—At Fairmount, Westchester County, on Tuesday, Aug. 8, Gertrude Reinhart, aged 80 years and 11 months.

Funeral services this evening, at 8 o'clock, at Mrs. Heckert's, Fairmount.

Starr.—On Wednesday morning, Aug. 9, Mary Starr, relict of Thos. Starr, in the 84th year of her age.

Her relatives and friends, also the friends of her sons, Thomas, George and James Starr, are respectfully invited to attend her funeral, from the residence of her son-in-law, John H. Parsell, No. 46 Macdougal-st., on Friday afternoon, at 2 o'clock.

Tilyou.—On Monday evening, Aug. 7, after a lingering illness, Thadeus E. Tilyou, son of the late John V. Tilyou.

His relatives and friends, and those of his brothers, Peter and Oscar, are respectfully invited to attend the funeral, on Thursday afternoon, the 10th inst., at 3½ o'clock, from his late residence, No. 125 West 10th-st.

Tingle.—On Wednesday, Aug. 9, Mrs. Jane Catherine Tingle, widow of the late George Tingle, of this city.

Due notice will be given of the funeral.

Walling.—On Tuesday, Aug. 8, George R. Walling, eldest son of Levi and Anna M. Walling, grandson of the late Horatio Sanger, aged 9 years, 4 months and 3 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 661 6th-av., this (Thursday) afternoon, at 2 o'clock.

Westlake.—Drowned from steamer *Arrow*, on Saturday, Aug. 5, John Milton, son of John D. and Permelia Westlake, aged 23 years.

The friends and relatives are respectfully invited to attend the funeral, from the residence of his parents, No. 22 9th-st., on Thursday, the 10th inst., at 3 o'clock P. M.

OFFICIAL.

Department of State,
Washington, Aug. 7, 1865.

Information has been received at this department from Mr. George S. Fisher, the Consul of the United States at Kanagawa, Japan, of the death, on the 20th day of April last, at that place, of Mr. Charles Quim, late second mate of the bark *Favorite*, of Fairhaven, a citizen of the United States, formerly residing at West Troy, N. Y. The legal representatives of the deceased can obtain further information by addressing this department.

MISCELLANEOUS.

DR. APPLEBY'S
AFRICAN SPECIFIC.
A safe and reliable Remedy for
DIARRHEA, DYSENTERY, CHOLERA MORBUS, CHOLERA, CRAMP AND PAIN IN THE STOMACH AND BOWELS, SEA SICKNESS, VOMITING, COLIC, SICK HEADACHE, and other symptoms of NERVOUS DEBILITY.
It is particularly adapted to the cure of
SUMMER COMPLAINT,
CHOLERA INFANTUM, TEETHING DIARRHEA,
and for QUIETING RESTLESS CHILDREN,
being pleasant to take and mild in operation.
FOR SALE BY
J. P. DINSMORE, No. 36 Dey-st., New-York,
SETH W. FOWLE & SON, Proprietors, Boston,
and by Druggists generally.

DIARRHŒA, DYSENTERY, CHOLERA MORBUS, &c.
Immediate and certain cure—HEGEMAN'S DIARRHŒA REMEDY, used with uniform success since the cholera of 1832. Sold by druggists. Prepared only by HEGEMAN & CO., Nos. 203, 399, 511 and 756 Broadway, and corner 4th-av. and 17th-st., New-York.

Albany, N. Y., Aug. 7, 1865.
NOTICE IS HEREBY GIVEN THAT Messrs. E. V. HAUGHWOUT & CO., of Nos. 488, 490 and 492 Broadway, New-York, are the sole agents for the sale in that city and its suburbs, of the Aubin Patent Dry Gas Holder for steamboats, &c., and that all persons making, using or selling the same in the above district without their permission, will be prosecuted for the infringement, and for the damages resulting therefrom.
H. Q. HAWLEY,
Sole Assignee of Patent.

HOWE'S PREMIUM STANDARD SCALES—Howe's Army Scale—the best Scale in use.
HOWE & BOUVIER,
No. 194 Broadway.

FOR SALE—AN EASTERN COW, WITH A bull calf, lately arrived from Calcutta; one of those peculiar species known to naturalists, as the bison, and worshipped as a deity in its native country by the Brahmins. It can be seen at any time at No. 86 Madison-st.

NEW PUBLICATIONS.

GEN. GRANT, HIS PORTRAIT, CHARACTER AND BIOGRAPHY.—The September number of the PHRENOLOGICAL JOURNAL will contain the usual variety of interesting matter, on ETHNOLOGY, PHYSIOLOGY, PHYSIOGNOMY, PHSYCOLOGY, &c. Advertisements should be sent in before the 10th inst.
FOWLER & WELLS, No. 389 Broadway, New-York.

JUST PUBLISHED,
THE UNJUST JUDGE,
A MEMORIAL
OF
ROGER BROOKE TANEY,
Late Chief Justice of the United States.
Price 50 cents.
For sale by the
AMERICAN NEWS COMPANY,
No. 121 Nassau-st., New-York.

FINANCIAL.

VERMILYE & CO.,
BANKERS,
NO. 44 WALL-ST., NEW-YORK,
GOVERNMENT LOAN AGENTS
KEEP ON HAND FOR
IMMEDIATE DELIVERY,
THE ISSUES OF
7-30 TREASURY NOTES, OF ALL DENOMINATIONS.
WE BUY AND SELL ALL CLASSES OF GOVERNMENT SECURITIES AT MARKET RATES.
ALSO, QUARTERMASTERS' CHECKS AND CERTIFICATES OF INDEBTEDNESS.
ORDERS FROM BANKS AND BANKERS EXECUTED ON FAVORABLE TERMS AND WITH DISPATCH.
VERMILYE & CO.

FISK & HATCH,
BANKERS,
AND
U. S. 7-30 LOAN AGENTS
No. 5 NASSAU-STREET,
(Continental Bank Building,)
Near WALL-ST.,
have all denominations of
THE 7-30 NOTES
constantly on hand for
IMMEDIATE DELIVERY.
All Classes of
GOVERNMENT SECURITIES
bought and sold at market rates.

SILVER MINES FOR SALE.—PARTIES desiring to form mining companies are requested to examine properties placed in my hands, for sale by my San Francisco house.
CHARLES W. BOND, No. 78 Cedar-st.
Late JANSON, BOND & CO., San Francisco.

E. R. McILVAINE
NO. 13 BROAD-ST.,
DEALER IN GOVERNMENT SECURITIES AND PETROLEUM STOCKS.

BRYAN, VAN SCHAICK & CO.,
BANKERS,
No. 35 Broad-st., New-York.
Government securities, gold and stocks bought and sold exclusively on commission. Four per cent. interest allowed on deposits subject to draft.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
No. 5 Rue de la Paix, Paris,
and
No. 8 Wall-st., New-York,
Issue circular letters of credit for travelers in all parts of Europe, &c., &c. Also, commercial credits.

BROWN BROTHERS & CO.,
NO. 56 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THE COUNTRY AND ABROAD.

AUG. BELMONT & CO.,
BANKERS,
No. 50 WALL-ST.,
Issue Circular Letters of Credit for travelers on all parts of Europe, &c.

TRAVELING CREDITS
On Messrs. J. S. MORGAN & CO., London, (successors to GEO. PEABODY & CO., available in the principal cities of Europe and the East, issued by
DABNEY, MORGAN & CO.,
No. 53 Exchange-place.

NOTICE.
OFFICERS' CLEARANCES PROMPTLY OBTAINED. LIBERAL ADVANCES MADE.
LEFFERTS, HOFFMAN & CO.,
Times Building, No. 40 Park-row.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 14, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Union National Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act.

Now, therefore, I, FREEMAN CLARK, Comptroller of the Currency, do hereby certify that "THE UNION NATIONAL BANK OF THE CITY OF NEW-YORK," in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this 14th day of June, 1865.
FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 10, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The National Butchers' and Drovers' Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864; and has complied with all the provisions of said act required to be complied with, before commencing the business of banking under said act.

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The National Butchers' and Drovers' Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this 10th day of June, 1865.
FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 28, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress, entitled "An Act to Provide a National Currency, secured by a pledge of United States Bonds, and to Provide for the Circulation and Redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and [SEAL.] seal of office, this twenty-eighth day of June, 1865.
(Signed) FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, July 15, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized, under and according to the requirements of the act of Congress entitled "An Act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking, under said act.

Now, therefore, I, FREEMAN CLARKE, Comptroller of the Currency, do hereby certify that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

[L.S.] In testimony whereof, witness my hand and seal of office this 15th day of July, 1865.
FREEMAN CLARKE, Comptroller of the Currency.

TREASURY DEPARTMENT, OFFICE OF
COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 5, 1865.

WHEREAS BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Pacific National Bank of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the Act of Congress entitled, "An Act to provide a national currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof, approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Pacific National Bank of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof, witness my hand and seal of [L. S.] office this 5th day of June, 1865.
Signed. FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, Aug. 1, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that the CHEMICAL NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the Act of Congress entitled "An act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act, required to be complied with, before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that the Chemical National Bank of New-York, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof witness my hand and seal of office, this 1st day of August, 1865.
FREEMAN CLARKE,
Comptroller of the Currency.

BANK DEPARTMENT, ALBANY, Aug. 2, 1865.

THE WEEDSPORT BANK, WEEDSPORT, Cayuga Co., has this day filed, in this office, notice of the appointment of THE NEW-YORK STATE NATIONAL BANK, in the City of Albany, as agent for the redemption of its circulating notes, together with a revocation of the appointment of THE MERCANTILE BANK, New-York, as such agent, agreeable to the act entitled "An Act to amend the several acts relating to Incorporated Banks, Banking Associations and Individual Bankers," passed April 17, 1851.
EDWARD HAND, Deputy Superintendent.

FINANCIAL.

HENRY A. HEISER'S SONS,
BANKERS,
NO. 38 WALL-ST.,
DEALERS IN ALL CLASSES OF
GOVERNMENT SECURITIES,
QUARTERMASTER'S VOUCHERS, PROMISSORY NOTES, &c.,
SEPTEMBER, NOVEMBER AND JANUARY
Coupons Cashed in Gold,
ON LIBERAL TERMS.

THE
FOURTH NATIONAL BANK
OF THE CITY OF NEW-YORK.
CAPITAL..........................$5,000,000.
FINANCIAL AGENT OF THE UNITED STATES,
NOS. 27 AND 29 PINE-ST., N. Y.
U. S. 7-30 LOAN,
Collects Warrants, Certificates, Maturing Loans and Drafts, and attends to all financial business with government.
P. C. CALHOUN, President.
B. SEAMAN, Cashier.

LONDON AND SAN FRANCISCO BANK,
LIMITED.
INCORPORATED UNDER "THE JOINT-STOCK COMPANIES ACT OF 1862," OF GREAT BRITAIN.
CAPITAL, £1,000,000, OR $5,000,000,
Of which £100,000, or $500,000, is paid up as Present Capital, and will be increased as THE Growth of the business requires.

The Founders and Proprietors of the Bank are:
Messrs. BISCHOFFSHEIM, GOLDSCHMIDT & CO., London.
Messrs. FRUHLING & GOSCHEN, London.
Messrs. FREDERICK HUTH & CO., London.
Messrs. J. S. MORGAN & CO., (successors to Messrs. George Peabody & Co.,) London.
Messrs. STERN BROTHERS, London.
Mr. FREDERICK RODEWALD, London.
THE BANK OF SAXE MEININGEN, Saxe Meiningen.
Mr. JULIUS MAY, Frankfort-on-the-Main.
Mr. SIGISMUND SULZBACH, Frankfort-on-the-Main.

Head Office, No. 22 OLD BROAD-ST., LONDON.
London Bankers, THE LONDON JOINT STOCK BANK.
Manager at San Francisco, MILTON S. LATHAM.
New-York Agency, No. 53 EXCHANGE-PLACE.

LOCAL DIRECTORS—SAN FRANCISCO:
W. B. JOHNSTON, Agent Liverpool and London Insurance Company.
HENRY CARLTON, JR., Merchant.
A. EHRHORN, Merchant of Hellmann, Bros. & Co.

The above Bank is prepared to transact, in London and San Francisco, all kinds of general Banking and Exchange business between said cities, and all parts of the world.

Special attention paid to collections, purchases of real estate and mining shares, and investments of all kinds in California.

AGENTS IN NEW-YORK:
DABNEY, MORGAN & CO.,
NO. 53 EXCHANGE-PLACE.

PROPOSALS FOR
$1,000,000
MORRIS & ESSEX RAILROAD COMPANY
FIRST MORTGAGE SEVEN PER CENT. BONDS,
OF
$100, $500 and $1,000,
REDEEMABLE IN FIFTY YEARS,
WITH COUPONS PAYABLE IN NEW-YORK,
1ST MAY AND 1ST NOVEMBER,
AND WITH PROVISIONS FOR A SINKING FUND FOR THEIR REDEMPTION AT MATURITY.

These bonds are the balance of the $3,500,000 of bonds of the company, issued under the first mortgage, and are now offered for the purpose of completing the extension of the road from Hackettstown, the present terminus, to Phillipsburgh, opposite Easton; and for furnishing coal, freight and passenger cars and engines.

The Morris and Essex Railroad, when extended to Easton, will connect with the Lehigh Valley Railroad, with the Lehigh Canal Company's Road, now in the course of construction, and nearly completed, and with the East Pennsylvania Rail, which is proposed to be extended from Allentown to Easton.

These roads will supply the Morris and Essex Railroad immediately upon its completion, with an immense tonnage for transportation, and it must become one of the most important avenues for the transportation of coal from the Lehigh and Eastern Schuylkill regions, and will also form a part of the great through line to Cincinnati and Chicago and the great West generally, via Lehigh Valley, Allentown, Pennsylvania Central and Pittsburgh, Fort Wayne and Chicago Railroads.

These bonds are secured by a first mortgage to James Brown and Peter Cooper, Trustees, upon the road completed and in the course of completion, and upon the branch from Denville to Newark, from the Hudson River, at Hoboken, to the Delaware River, at Phillipsburgh, including all rights, real estate, rolling stock and other property of the Company.

The Capital Stock of the Company, amounting to $3,200,000, has all been called in and expended upon the road, which, in addition to the amounts received and to be received from the bonds applied and to be applied to the extension of the present road and the building of the branch road, afford an undoubtedly ample basis for the security of these bonds. This will be evident from the fact that the business of the local road from Newark to Hackettstown has always been sufficient to pay 7 per cent. interest on the money invested in it.

Sealed proposals for these bonds will be received until Tuesday, the 22d August next, at 3 o'clock P. M., for the whole or any portion. Ten per cent. will be paid at the time of the awards of the bids, and ninety per cent. on the delivery of the bonds, which will be ready for delivery at once, or at any time within 30 days, at the option of the bidder. The accrued interest on the bonds will be charged to the date of payment.

The Directors reserve the right to reject any or all of the bids made, but if any bid be accepted all bonds bid for at a higher rate shall be awarded to the bidders at the rate of the lowest bid accepted.

The bonds will be coupon with the right of registration or by surrender of the coupons made transferable on the books of the company, at the pleasure of the holders. Parties making proposals will state the amount of bonds desired, the denomination and price per one hundred dollars.

Each proposal should be sealed and indorsed "Proposal for the Morris and Essex Railroad Company Bonds," and inclosed in a second envelope, addressed to J. D. VERMILYE, Esq., Merchants' Bank, New-York, or to the undersigned, Newark, New-Jersey, either of whom will furnish printed copies of the mortgage, which contains full information.
By order of the Board of Directors,
ISAAC VAN WAGENEN, Treasurer.

BANK DEPARTMENT, ALBANY, June 20, 1865.

NOTICE IS HEREBY GIVEN, PURSUANT to Chapter 236, Laws of 1859, and 476, Laws of 1865, that the circulating notes of THE AMERICAN EXCHANGE BANK, a banking association located in the City of New-York, will be redeemed AT PAR by the Superintendent of the Banking Department, on presentation at the Mechanics' and Farmers' Bank of Albany, and at the American Exchange National Bank in the City of New-York, for six years from the date hereof, and not thereafter.

The outstanding notes of said bank must be presented, as aforesaid, for redemption, within six years from the date hereof; and all notes which shall not be presented for redemption and payment within the time thus specified, will cease to be a charge upon the fund in the hands of the Superintendent for that purpose.
H. H. VAN DYCK, Superintendent.

NOTICE.—AGREEABLY TO THE PROVISIONS contained in the trust mortgage deeds of the Michigan Central Railroad Company, sealed proposals, (indorsed, Proposals for S. F. Bonds,) addressed to Isaac Livermore, Treasurer of said company, at Boston, will be received until TUESDAY, 15th inst., at noon, for the sale to the undersigned of First Sinking Fund Bonds of said company to the value of sixty-seven hundred dollars.

Also, of either First or Second Sinking Fund Bonds of said company, to the value of twenty-three hundred dollars.
I. M. FORBES,
H. H. HUNNEWELL, } Trustees.
N. THAYER,

UNITED STATES TREASURY,
NEW-YORK, Aug. 1, 1865.

PARTIES HOLDING (30) THIRTY OR more coupons on the three years Seven and Three-tenth Notes, maturing on the 15th inst., are requested to hand them in, with schedules, at any time prior to the 14th inst. Holders complying with the above will have their coupons examined, and checks given for them, on the 14th inst., after 5 o'clock P. M. Blank schedules will be furnished upon application at the interest Department of this office.
H. H. VAN DYCK, Assistant Treasurer U. S.

OFFICE OF THE HIGHGATE PETROLEUM COMPANY,
NO. 33 PINE-ST., NEW-YORK, July 20, 1865.

NOTICE IS HEREBY GIVEN THAT THE annual meeting of the stockholders of the Highgate Petroleum Company will be held at the office of the company, No. 33 Pine-st., on TUESDAY, Aug. 15, at 12 o'clock M., at which time an election for trustees to serve the ensuing year, will take place. The polls will be open from 12 to 1 o'clock. The transfer books will be closed from July 31 to Aug. 16.
CHAS. THROCKMORTON, Secretary.

SILVER HILL MINING COMPANY,
NO. 27 WALL-ST., NEW-YORK, Aug. 3, 1865.

NOTICE IS HEREBY GIVEN THAT A special meeting of the stockholders of this company will be held at the office of G. & T. Stevenson, No. 27 Wall-st., on TUESDAY, the 15th day of August, 1865, at 12 o'clock M., at which time the election for Trustees to serve the ensuing year will take place.
J. G. HITCHCOCK, Secretary.

NEW-ORLEANS.—A GENTLEMAN GOING to New-Orleans on steamer sailing next Saturday, and intending to return within thirty days, would take charge of any business matters intrusted to his charge; he is a thorough and practical business man, and can satisfy any party wishing his services, as regards honesty, integrity and capacity. Address JAMES, Box No. 2,307 Post-office.

NEW-YORK CITY STOCKS, CENTRAL PARK AND CITY WATER LOAN bought at high prices. GEO. K. SISTARE, No. 27 William-st., Room No. 6.

COMMISSIONER FOR MASSACHUSETTS and other States—No. 5 Beekman-st., Room No. 8, first floor over Park Bank.

DIVIDENDS.

OFFICE OF THE NEW-YORK FIRE INSURANCE COMPANY, NEW-YORK, Aug. 7, 1865.

A DIVIDEND OF SIX PER CENT. AND government tax, has this day been declared, payable on demand at the office of the Company, No. 72 Wall-st.
AUGUSTUS COLSON, JR., Secretary.

OFFICE OF EXCELSIOR FIRE INSURANCE CO.,
NO. 130 BROADWAY, NEW-YORK, July 12, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of Five per Cent., payable on demand, free of government tax.
SAMUEL M. CRAFT, Secretary.

DIVIDENDS.

DIVIDEND.
WASHINGTON INSURANCE COMPANY,
NO. 172 BROADWAY, NEW-YORK, July 31, 1865.
A Dividend of Four per Cent. has been declared, payable Aug. 1.
WM. K. LOTHROP, Secretary.

OFFICE OF THE ERIE RAILWAY COMPANY,
NO. 187 WEST-ST., NEW-YORK, July 26, 1865.

DIVIDEND.—THE DIRECTORS OF THIS COMPANY have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE HALF PER CENT. on the Preferred Stock.

Also, a Semi-annual Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d of August.
HORATIO N. OTIS, Secretary.

OFFICE OF THE CHICAGO AND ALTON RAILROAD CO.,
CHICAGO, Aug. 5, 1865.

DIVIDEND NOTICE.—THE BOARD OF DIRECTORS of the Chicago and Alton Railroad Company have this day declared a dividend of Three and One-half per cent. free of government tax, out of the earnings for the last six months, upon the preferred and common stock of the company, payable at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange-place, in the City of New-York, on the first day of September next, to the holders of said stock who may be registered as such at the close of business hours on the 21st inst., at which time the transfer books will be closed, and reopened on the 2d of September next for transfers.
WM. M. LARRABEE, Secretary.

THE OSWEGO AND SYRACUSE RAILROAD COMPANY will pay its twenty-fourth Semi-annual Dividend of Four Per Cent., free from the government tax, on the 21st day of August inst. New-York stockholders will be paid by Henry A. Oakley, Esq., Transfer Agent, at the office of the Howard Insurance Company. Albany and Troy stockholders at the New-York State National Bank. Utica stockholders at the Oneida National Bank. Syracuse stockholders at the Syracuse National Bank. All others at the Lake Ontario National Bank, Oswego.

Dividends not called for within thirty days will be paid at the Treasurer's office, Oswego, only.
L. WRIGHT, Treasurer.
OSWEGO, Aug. 3, 1865.

OFFICE OF THE DELAWARE AND HUDSON CANAL CO.,
NEW-YORK, July 15, 1865.

THE BOARD OF MANAGERS OF THIS COMPANY, have declared a semi-annual DIVIDEND OF TEN PER CENT. out of the profits of the Company, payable on and after the 1st day of August next, at the office of the Company, No. 7 Nassau-st.

The transfer books will be closed from the 17th to the 29th day of July, both days inclusive.
By order of the Board,
ISAAC N. SEYMOUR, Treasurer.

OFFICE GREENWICH INSURANCE COMPANY,
NEW-YORK, Aug. 8, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a dividend of Seven per cent., free from government tax, payable to the stockholders at their office, No. 400 Hudson-st., on and after the 15th inst. The transfer books will be closed until that date.
JAMES HARRISON, Secretary.

OCEAN NATIONAL BANK, NEW-YORK, Aug. 2, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Dividend of Four (4) per Cent., free of government tax, payable 10th inst.
J. S. HARTSHORNE, Assistant Cashier.

ORIENTAL BANK, NEW-YORK, Aug. 2, 1865.

DIVIDEND.—A DIVIDEND OF FIVE PER Cent., free from government tax, has this day been declared, payable on the 10th of August. The transfer books will remain closed until that date.
W. A. HALL, Cashier.

IRVING FIRE INSURANCE COMPANY,
NEW-YORK, Aug. 10, 1865.

DIVIDEND.—A DIVIDEND OF FIVE PER cent has been declared payable on demand.
MARTIN L. CROWELL, Secretary.

PROPOSALS.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, BARGES, AND SHIP-YARD.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

Sealed proposals are invited and will be received at the office of the Quartermaster-General (Bureau of Rail and River Transportation,) at Washington, D. C., until the FIRST DAY OF SEPTEMBER NEXT, at 12 o'clock M., for the purchase of the following named steamboats, barges and other property:

Side-wheel steamer Chickamauga, registered tonnage, 207 tons.
Side-wheel steamer Grant, registered tonnage, 190 tons.
Side-wheel steamer Burnside, registered tonnage, 204 tons.
Side-wheel steamer Thomas, registered tonnage, 140 tons.
Side-wheel steamer Sherman, registered tonnage, 140 tons.
Side-wheel steamer Wauhatchie, registered tonnage, 89 tons.
Side-wheel steamer Knoxville, registered tonnage, 36 tons.
Side-wheel steamer Dunbar, (wreck,) registered tonnage, — tons.
Stern-wheel steamer Kingston, registered tonnage, 93 tons.
Stern-wheel steamer Kenesaw, registered tonnage, 166 tons.
Stern-wheel steamer Bridgeport, registered tonnage, 184 tons.
Stern-wheel steamer Holston, registered tonnage, 86 tons.
Stern-wheel steamer Missionary, registered tonnage, 119 tons.
Stern-wheel steamer Chattanooga, registered tonnage, 89 tons.
Stern-wheel steamer Atlanta, registered tonnage, 221 tons.
Side-wheel steamer Resaca, registered tonnage, 182 tons.
Side-wheel steamer Lookout, registered tonnage, 173 tons.
Side-wheel steamer Stone River, registered tonnage, 214 tons.
Side-wheel steamer Clinch, registered tonnage, — tons.
Also, seven (7) gunwale barges.
One row-boat, and one model barge.

All of which can be seen at Chattanooga, Tenn., at any time prior to the day of sale.

Also, for the buildings, ways, stationary machinery and appurtenances in the United States ship-building yard at Chattanooga.

A full description of which can be seen at the offices of the Quartermasters of Transportation at Cincinnati, Louisville, Nashville, St. Louis and Chattanooga.

Proposals are invited for each boat or barge separately; the name of the boat or description of the barge to be designated in the proposal.

A full description of the property may be obtained on application to Brevet Col. Arthur Edwards, A. Q. M., St. Louis, Mo.

Each envelope containing a bid should be sealed and indorsed "Proposals for steamers, barges, and other property at Chattanooga," "Bureau of Rail and River Transportation," and addressed to the Quartermaster-General, U. S. A., Washington, D. C.

Payment to be made in United States currency upon the acceptance of any proposal, and prior to the delivery of the property.

The Government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

By order of the Quartermaster-General.
LEWIS B. PARSONS,
Brigadier-General and Chief of Rail and River Transportation.

UNITED STATES MILITARY RAILROADS.
OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., July 25, 1865.
AUCTION SALE OF ROLLING STOCK.

Will be sold at public auction, to the highest bidder, the following rolling stock:

On TUESDAY, Sept. 19, at the Portland Company's shop, in Portland, Maine, six (6) locomotive engines.

On THURSDAY, Sept. 21, at Hinkly & Williams' shop, in Boston, Mass., four (4) locomotive engines.

On MONDAY, Sept. 25, at Kennett-square, near Philadelphia, Penn., fifty (50) box freight cars, four feet eight and a half-inch gauge.

On WEDNESDAY, Sept. 27, at Wilmington, Del., eighty-four (84) box freight cars, five-foot gauge.

The above stock is all new and of the very best quality.

The engines are five-foot gauge, five-foot drivers, and cylinders 16x24 inches. They can be changed to narrow gauge at a trifling expense.

Sales to commence at 10 A. M.
Terms cash, in government funds.
H. L. ROBINSON,
Brevet Colonel and A. Q. M.

CROTON AQUEDUCT DEPARTMENT,
NEW-YORK, Aug. 3, 1865.

TO CONTRACTORS.—SEPARATE SEALED proposals will be received at this office until eleven o'clock A. M. of Tuesday, August fifteen, 1865, for the construction of the following street improvements viz: sewers, in Bleecker-street, between Perry and Hammond-streets; in Fifty-fourth-street, from Sixth-avenue to a point four hundred and fifty feet east; in Fifty-fifth-street, from Sixth-avenue to a point five hundred and twenty-feet east; in Forty-fifth-street, between Fifth and Sixth-avenues; in Hanover-square and Pearl-streets, between Wall-street and Old Slip, and in Sixty-first-street, from a point five hundred feet east of Tenth-avenue to and through Tenth-avenue to Fifty-ninth-street; and Stone Block Pavements in Seventy-first-street, between Third and Fourth-avenues; in Twentieth-street, between Third and Fourth-avenues; in Fifty-second street, between Seventh and Eighth-avenues; in Forty-sixth-street, between Lexington and Fourth-avenues; and in Twenty-sixth-street, between Madison and Lexington-avenues. Each proposal must be indorsed on its envelope with the title of the work for which it is offered, also with name of bidder, and the date of offering.

Blank forms and specifications can be had on application to the contract clerk at this office (Rotunda City Hall Park.)
THOMAS STEPHENS,
ROBERT L. DARRAGH, } Croton Aqueduct Board.
A. W. CRAVEN,

WAR DEPARTMENT, OFFICE OF DIRECTOR
AND GENERAL MANAGER OF MILITARY RAILROADS, U.S.
WASHINGTON, D. C., July 31, 1865.

FOR SALE—CHATTANOOGA ROLLING MILL. Proposals will be received at this office until 12 o'clock noon, on WEDNESDAY, Sept. 13, 1865, to purchase the United States Military Railroad Rolling Mill at Chattanooga, Tenn., with the machinery, tools, buildings, fixtures, and track connecting the rolling mill with the Nashville and Chattanooga Railroad.

The mill and machinery constructed to reroll railroad iron are entirely new, and of the most improved character.

For full description and details of operation, capacity, &c., apply in person or by letter, to T. W. YARDLEY, Superintendent, Chattanooga, Tenn.

All bids should be indorsed "Proposals to purchase Chattanooga Rolling Mill."
D. C. McCALLUM, Brevet Maj.-Gen.
Director and General Manager Military Railroads, U.S.

ASSISTANT QUARTERMASTER'S OFFICE,
FORAGE DEPARTMENT, CORNER WHITEHALL
AND BRIDGE STS., NEW-YORK, June 2, 1865.

THIS DEPARTMENT IS PREPARED to receive written proposals for the delivery of corn, oats, hay and straw, in this city and Philadelphia, Penn.

Bids should state the quantity, description or kind, price, place and time of delivery, &c.

Payments to be made on delivery, or as soon thereafter as the office may be in funds.
S. D. BURCHARD, Capt. and A. Q. M.

BUSINESS CHANCES.

PARTNER WANTED IN A WELL-ESTABLISHED business in the City of Chicago, Ill. Any good reliable party having a capital of $15,000, desirous of entering into a first-class business already established, will find this an opportunity seldom met with; the best of references given and required. Address T. B., Post-office Box No. 2,377, New-York City, or Post-office Box No. 2,334, Chicago, Ill.

EXCLUSIVE OR PARTIAL INTERESTS in two valuable patents for sale. Address W. T., Box No. 4,055 New-York Post-office.

OLD SLIP CHOLERA DROPS.
Depot No. 72 Murray-st., New-York.

PROPOSALS.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following named STEAMBOATS, WHARF-BOATS, BARGES and other property:

AT CINCINNATI, O., UNTIL MONDAY, AUG. 28, 12 M.

For the stern-wheel steamboat D. G. Horton, registered 140 tons.
Stern-wheel steamboat Gen. Meigs, registered 75 tons.
Stern-wheel steamboat Gen. Crook, formerly B. C. Levy, registered 131 tons.
And two (2) wharf-boats, registered 154 and 145 tons.
All of which can be seen at GALLIPOLIS, O., until the day of sale.
One (1) wharf-boat, lying at PARKERSBURGH, Va.
One (1) wharf-boat, lying at CATLETTSBURGH, Ky.
And the model barges Horace and Capitola, lying at CINCINNATI, O.
All of which can be seen at those places until the day of sale.

AT LOUISVILLE, KY., UNTIL WEDNESDAY, AUG. 30, 12 M., for the

Model barges Charmer, Henry Clay, Woolfolk, Payne No. 5 and B. Norton and for seventeen (17) gunwale barges.
All of which can be seen at LOUISVILLE, Ky., until the day of sale.
For the side-wheel steamboat D. A. January, registered 700 tons.
Side-wheel steamboat Ohio (wreck.)
Stern-wheel tug-boat T. D. Horner, registered 139 tons.
And thirteen (13) gunwale barges.
All of which can be seen at NEW-ALBANY, Ind., until the day of sale.

AT ST. LOUIS, MO., UNTIL TUESDAY, SEPT. 5, 12 M.

Side-wheel steamer Autocrat, registered 862 tons.
Side-wheel steamer Izetta, registered 476 tons.
Side-wheel steamer J. H. Baldwin, registered 208 tons.
Side-wheel steamer John Raine, registered 620 tons.
Side-wheel steamer Metropolitan, registered 387 tons.
Side-wheel steamer R. C. Wood (formerly the Louisiana), registered 787 tons.
Side-wheel steamer Nebraska, registered 673 tons.
Side-wheel steamer Baltic, registered 700 tons.
Stern-wheel steamer Emma, registered 194 tons.
Stern-wheel steamer Victor, registered 80 tons.
Stern-wheel steamer Alpha, registered 250 tons.
Stern-wheel steamer Nick W. Hughes, registered 180 tons.
Stern-wheel (tow-boat) steamer Newsboy, registered 125 tons.
Stern-wheel steamer Silver Lake, registered 149 tons.
Stern-wheel steamer M. V. Baird, registered 91 tons.
Stern-wheel steamer United States, registered 50 tons.
Stern-wheel steamer Echo (sunk).
Stern-wheel steamer Mattie Cabler, registered 180 tons.
Stern-wheel steamer Porter, registered 113 tons.
Stern-wheel steamer Alone, registered 211 tons.
Stern-wheel steamer J. S. Pringle, registered 318 tons.
Stern-wheel steamer Jennie Hopkins, registered 250 tons.
Stern-wheel steamer Lioness (tow-boat), registered 233 tons.
Stern-wheel steamer Carrie Jacobs, registered 156 tons.
Stern-wheel steamer Annie Jacobs, registered 206 tons.
Stern-wheel steamer Lotus, registered 150 tons.
Stern-wheel steamer Virginia Barton, registered 150 tons.
Screw tug J. C. Rumsey, registered 60 tons.
Stern-wheel tow-boat Michigan, registered 128 tons.
Stern-wheel tow-boat Huron, registered 128 tons.
Wharf-boat Dearborn. 300 tons.

ALSO.

For the model barges General Sheridan, Keokuk No. 1, Keokuk No. 2, Trenton, St. Louis, Hartford, Anna, Archie, Larimer, William Tell, Frank Dougherty, Duchess, Chantie, Phillips, Vulcan No. 1, Vulcan No. 2, Vulcan No. 3, Vulcan No. 4, Vulcan No. 5, Vulcan No. 6, Vulcan No. 7, Rosa, Glendale, Rowena, J. C. Gault, Bob Grier, Dan. Risley, Ed. Kline, Susie, Jessie, Gilmore, Southerner, Guthrie, C. J. Caffrey, Ben. Gerrish, Cartwright, and burnt wrecks of Guthrie, Haight and Hercules.
And seven (7) gunwale barges.
All of which can be seen at ST. LOUIS, Mo., until the day of sale.

Also, one (1) wharf-boat, 300 tons; wharf-boat, (J. C. Irwin,) 148 tons; seventy-seven (77) gunwale barges; model barges Emma, Fanny, Adam Sproule, Laura and Roanoke; six (6) coal boats; one (1) yawl boat; four (4) skiffs and two (2) small flats.
All of which can be seen at CAIRO, ILLINOIS, until the day of sale.

Also, stern-wheel steamer Lue Eaves, registered 50 tons; model barges Austrelitz, Westmoreland, Roanoke, Josephine, and No. 9; and three (3) box barges.
All of which can be seen at EVANSVILLE, INDIANA, until the day of sale.

Also, screw tug Little Giant, registered 53 tons; and six (6) gunwale barges.
All of which can be seen at MEMPHIS, TENNESSEE, until the day of sale.

Also, one (1) wharf-boat, 426 tons; one (1) gunwale barge, and two (2) coal-boats.
All of which can be seen at HELENA, ARKANSAS, until the day of sale.

Also, wharf-boat H. R. W. Hill, 800 tons; wharf-boat Michigan, 137 tons; wharf-boat Chancellor, 365 tons; five (5) gunwale barges, and one (1) coal-boat.
All of which can be seen at the MOUTH OF WHITE RIVER until the day of sale.

Persons making proposals for more than one boat or barge should give the name or number of each boat or barge bid for, with price proposed to be given for each.

Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property endorsed thereon, and addressed to Brigadier-General L.B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of River Transportation, at the points designated for opening bids.

The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

Payment to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.

A full description of the property may be obtained on application to Col. Arthur Edwards, Assistant-Quartermaster, St. Louis, Missouri.

By order of the Quartermaster-General.
LEWIS B. PARSONS,
Brig.-Gen., and Chief of Rail and River Transportation.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, WHARFBOATS, BARGES AND OTHER PROPERTY.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following named STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

AT LITTLE ROCK, ARK., UNTIL MONDAY, SEPT. 11, 12 M., for the

Side-wheel steamer Davenport, (ferry-boat) registered 159 tons.
Stern-wheel steamer Convoy, No. 2, registered 111 tons.
Which can be seen at LITTLE-ROCK, ARK., until the day of sale.

AT VICKSBURGH, MISS., UNTIL FRIDAY, SEPT. 15, 12 M., for

Screw-tug Belle Darlington, registered 84 tons.
One (1) wharf-boat, 796 tons.
One (1) wharf-boat, 787 tons.
Model barges Porter Rhodes and George B. McClane.
Nine (9) gunwale-barges.
Forty (40) coal-boats.
One (1) yawl and one (1) floating-dock.
All of which can be seen at VICKSBURGH, MISS., until the day of sale.

AT NATCHEZ, MISS., UNTIL MONDAY, SEPT. 18, 12 M., for

One wharf-boat, 700 tons.
Model barge Mollie.
Five (5) gunwale-barges.
Three (3) coal-boats.
All of which can be seen at NATCHEZ, MISS., until the day of sale.

AT NEW-ORLEANS, LA., UNTIL WEDNESDAY, OCT. 4, 12 M., for the

Model barge Mulligan, and one (1) coal-boat.
Which can be seen at PORT HUDSON, LA., until the day of sale.
For the wharf-boat Natchez, 700 tons, and two (2) coal-boats.
Which can be seen at BATON ROUGE, LA., until the day of sale.

ALSO, for the

Side-wheel steamer Colonel Holcomb, (building,) registered 220 tons.
Side-wheel steamer Illinois, registered 600 tons.
Side-wheel steamer W. B. Savory, registed 62 tons.
Side-wheel steamer J. M. Brown, registered 339 tons.
Side-wheel steamer A. G. Brown, registered 229 tons.
Side-wheel steamer Ohio Belle, registered 300 tons.
Side-wheel steamer Mustang, registered 178 tons.
Side-wheel steamer Saint Charles, registered 557 tons.
Side-wheel steamer Diana, registered 780 tons.
Side-whee steamer E. H. Fairchilds, registered 651 tons.
Side-wheel steamer B. J. Adams, registered 687 tons.
Side-wheel steamer Switzerland, registered 519 tons.
Stern-wheel steamer Ida May, registered 250 tons.
Stern-wheel steamer Iowa, registered 482 tons.
Stern-wheel steamer Altamont, registered 392 tons.
Stern-wheel steamer Dick Fulton, No. 2, registered 118 tons.
Stern-wheel steamer Colonel Benedict, registered 181 tons.
Stern-wheel steamer Colonel Chandler, registered 20 tons.
Stern-wheel steamer Cornie, registered — tons.
Stern-wheel steamer Lizzie Davis, registered — tons.
Stern-wheel steamer Col. Chapin, registered — tons.
Screw tug Leviathan, registered 324 tons.
Screw tug Binnie Banks, registered 3[illegible] tons.
Screw tug Baltic, registered 113 tons.
Screw tug Capt. Pitkins, (now building.)
Screw tug (no name and now building.)
Screw tug George E. Tyler, registered 116 tons.
Screw tug America, registered 418 tons.
Screw tug Hancox, registered 150 tons.
Screw tug Admiral, registered 163 tons.
Screw tug Gladiator, registered 171 tons.
Centre-wheel steamer Kepper, registered 81 tons.
Centre-wheel steamer Gen. Ransom, registered 104 tons.
Centre-wheel steamer Col. Colburn, registered 91 tons.
Model barges Nos. 10, 11 and Abbey.
Canal-boat Rosalie.
Ten (10) gunwale barges.
Twenty-four (24) pontoon-boats.
Four (4) yawl-boats, one (1) sail-boat, one (1) metallic-boat, five (5) skiffs, and one (1) set of ways.
All of which can be seen at NEW-ORLEANS, La., until the day of sale.

AT MOBILE, ALA., UNTIL THURSDAY, OCT. 12, 12 M., FOR THE

Side-wheel steamer Laurel Hill, registered 783 tons.
Side-wheel steamer Warrior, registered 466 tons.
Side-wheel steamer James Battle, registered 621 tons.
Side-wheel steamer Ariel, registered 302 tons.
Side-wheel steamer N. W. Thomas, registered 511 tons.
Side-wheel steamer Starlight, registered 351 tons.
Side-wheel steamer Iberville, registered 505 tons.
Side-wheel steamer J. D. Swain, registered 227 tons.
Stern-wheel steamer Jennie Rogers, registered 346 tons.
Stern-wheel steamer R. B. Hamilton, (sunk,) registered 199 tons.
Screw tug Perry, registered 154 tons.
Screw tug Alph Cutting, registered 95 tons.
Screw tug Blossom, registered 54 tons.
Model barge Ford; canal-boat GoldenEra; canal-boat (no name); forty (40) pontoon barges; thirty (30) yawl-boats, and three (3) sectional docks.
All of which can be seen at MOBILE, ALA., until the day of sale.

Persons making proposals for more than one boat or barge, should give the name or number of each boat or barge bid for, with price proposed to be given for each.

Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property, indorsed thereon, and addressed to Brig.-Gen. L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of river transportation at the point designated for opening bids.

The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

Payments to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.

A full description of the property may be obtained on application to Col. ARTHUR EDWARDS, Assistant Quartermaster, St. Louis, Mo.

By order of the Quartermaster-General;
LEWIS B. PARSONS,
Brigadier-General and Chief of Rail and River Transportation.

AUCTION SALES.

GREAT SALE OF GOVERNMENT HORSES AND MULES.
25,000 ANIMALS TO BE SOLD DURING THE MONTH OF AUGUST,
In the States of New-York, Pennsylvania, Ohio, Indiana, Delaware, Maryland, and New-Jersey, and the District of Columbia.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 24, 1865.

Will be sold at public auction, to the highest bidder, at the time and places named below, viz:

NEW-YORK.
New-York City, Tuesday and Friday of each week, 200 Horses each day.
New-York City, Wednesday of each week, 200 Mules each day.
Elmira, Tuesday, August 8, 200 Horses.
Elmira, Tuesday, August 15, 500 Mules.
Albany, Friday, August 25, 500 Mules.
Buffalo, Wednesday, August 30, 500 Mules.

PENNSYLVANIA.
Philadelphia, Thursday of each week, 200 Horses each day.
Philadelphia, Wednesday and Saturday of each week, 100 Mules each day.
Pittsburgh, Thursday of each week, 150 Mules each day.
Pottsville, Tuesday, August 1, 200 Mules.
Mifflintown, Friday, August 4, 200 Mules.
York, Friday, August 4, 200 Horses.
Newville, Wednesday, August 9, 100 Horses.
Newville, Thursday, August 10, 100 Mules.
Reading, Friday, August 11, 200 Horses.
Shippensburgh, Wednesday, August 16, 100 Horses.
Erie, Thursday, August 17, 200 Horses.
Shippensburgh, Thursday, August 17, 100 Mules.
Williamsport, Friday, August 18, 200 Horses.
Indiana, Monday, August 21, 200 Horses.
Chambersburgh, Wednesday, August 23, 100 Horses.
Chambersburgh, Thursday, August 24, 100 Mules.
Milton, Friday, August 25, 200 Horses.
Carlisle, Wednesday, August 30, 100 Horses.
Carlisle, Thursday, August 31, 100 Mules.

OHIO.
Columbiana, Tuesday, August 1, 100 Horses.
Salem, Wednesday, August 2, 100 Horses.
Alliance, Thursday, August 3, 200 Horses.
Canton, Saturday, August 5, 200 Horses.
Cleveland, Tuesday, August 8, 1,000 Mules.
Massillon, Tuesday, August 15, 200 Horses.
Crestline, Thursday, August 17, 500 Mules.
Cleveland, Monday, August 21, 200 Horses.

INDIANA.
Fort Wayne, Thursday, August 24, 1,000 Mules.

DELAWARE.
Wilmington, Tuesday of each week, 200 Mules each day.
Wilmington, Friday of each week, 200 Mules each day.

NEW-JERSEY.
Trenton, Thursday, August 10, 200 Mules.
Trenton, Thursday, August 24, 200 Mules.

MARYLAND.
Baltimore, Wednesday, August 9, and Wednesday of each week thereafter, 200 Horses each day.

WASHINGTON, D. C.
Each week-day, 200 Mules.

GIESBORO, D. C.
Each week-day except Wednesday, 200 Horses.

An opportunity to purchase a superior class of saddle and draft animals, at far less than their true value, is now offered to the public.

Though the majority of them are sound and serviceable, they are no longer required in the army, and must be sold.

Many of the mules were bought in the beginning of the war, when young, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar, from being so long surrounded by the soldiers.

Animals will be sold singly.
Sales to commence at 10 A. M.
Terms—Cash, in United States currency.
JAMES A. EKIN,
Brevet Brigadier-General, in charge
1st Division, Q. M. G. O.

NOTICE IS HEREBY GIVEN THAT under and by virtue of a certain instrument of indenture, dated the sixth day of February, in the year one thousand eight hundred and forty-nine, made and entered into between EDWARD K. COLLINS, JAMES BROWN, ELISHA RIGGS, WILLIAM S. WETMORE and STEWART BROWN, of the first part; PROSPER M. WETMORE, of the second part, and the United States of America, by JOHN Y. MASON, Secretary of the Navy of the United States, of the third part, and for the purpose of obtaining repayment of the sum of one hundred and fifteen thousand and five hundred dollars, being the amount of the outstanding balance of advances due, unpaid and unrefunded to the United States, with interest thereon from the twentieth day of February, in the year one thousand eight hundred and fifty-eight, I will on the first day of November, in the year one thousand eight hundred and fifty-eight, at 12 o'clock at noon, sell at the Merchants' Exchange, in the City of New-York, at public auction, for cash, the steamship *Atlantic*, her tackle, apparel, &c.
PROSPER M. WETMORE, Trustee.
NEW-YORK, April 19, 1858.

The above sale having been postponed from time to time to this date, it is hereby again postponed until THURSDAY, October twenty, one thousand eight hundred and sixty-four, at the Merchants' Exchange Salesroom, No. 111 Broadway, in the City of New-York, at twelve o'clock at noon.
PROSPER M. WETMORE, Trustee.
NEW-YORK, May 31, 1864.

The above sale is postponed till WEDNESDAY, November thirty, one thousand eight hundred and sixty-four, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, October 20, 1864.

The above sale is postponed till THURSDAY, January twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, November 30, 1864.

The above sale is postponed till THURSDAY, March twenty-three, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, January 26, 1865.

The above sale is postponed till WEDNESDAY, April twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, March 23, 1865.

The above sale is postponed till WEDNESDAY, May twenty-four, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, April 26, 1865.

The above sale is postponed till Wednesday, June 28 1865, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, May 24, 1865.

The above sale is postponed till WEDNESDAY, August 23, 1865, at the same hour and place.
PROSPER M. WETMORE, Trustee.
NEW-YORK, June 28, 1865. je29-lawtaug23.

CHIEF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. C., Aug. 5, 1865.

SALE OF GOVERNMENT WAGONS, AMBULANCES, SPRING WAGONS, &c.—Will be sold at public auction, under the direction of Brevet Col. C. H. Tompkins, A. Q. M., U. S. A., at a point near the Ambulance Park, on "N," between 17th and 18th sts., Washington, D. C., on FRIDAY, Aug. 18, 1865, at 10 o'clock A. M.:
407 two-horse ambulances,
6 four-horse ambulances,
24 two-horse spring wagons,
2 two-horse transport carts,
3 hacks,
1 sulky,
which have been used in government service.

ALSO,

will be sold at a point north of the Railroad Park, corner of 1st-st. east and "N" st. north, immediately after the completion of the sale of the ambulances, &c., above referred to:
160 two-horse wagons,
103 four-horse wagons,
10 sets four-horse running gear.

The ambulances and wagons will be sold singly to the highest bidder, and the sale will be continued from day to day until the whole number is sold.

Successful bidders will be required to remove their purchases within five (5) days from date of sale.

Terms—Cash in government funds.
D. H. RUCKER,
Brevet Major-Gen. and Chief Quartermaster,
Depot of Washington.

SALE OF GOVERNMENT WAGONS.
MEDICAL PURVEYOR'S OFFICE,
WASHINGTON, D. C. Aug. 7, 1865.

Will be sold at PUBLIC AUCTION in this city, at Warehouse on G-st., above 21st-st. on FRIDAY, the 18th day of August, at 10 o'clock A. M.:
FIFTY-TWO MEDICINE WAGONS,
which have been used in the government service.

Successful bidders will be required to remove their purchases within five (5) days from sale.

Terms—Cash in government funds.
C. SUTHERLAND,
Surgeon U. S. A. and Medical Purveyor.

HENRY D. MINER, Auctioneer—Salesroom No. 37 Nassau-st., opposite the Post-office.

CLOSING OUT SALE OF A WHOLESALE LIQUOR AGENCY.—MINER & SOMERVILLE will sell at auction, THURSDAY, Aug. 10, at 11 o'clock, at their salesroom, No. 37 Nassau-st., the balance of stock, together with fixtures of a branch wholesale liquor house, including office furniture, desks, chairs, matting, clock, Herring safe, a line of old brandies, gin, Bourbon whisky, Jamaica and St. Croix rum, sherry, Madeira and port wines, &c., &c. Also, household furniture, Brussels carpets, elegant black walnut buffet, marble-top dressing bureaus, washstands, dining-room furniture, curled hair mattresses, black walnut French bedsteads, chairs, &c., &c.

MULES AT AUCTION.

On THURSDAY, August 10, a large lot of selected government mules, kind in harness, will be sold at auction in Brooklyn, on circus ground, Fulton-av., five blocks from the City Hall, near the junction of Flatbush and De Kalb avs. Sale to commence at 10 A. M.
M. H. WILLIAMS, Agent.

JOSEPH HEGEMAN, Auctioneer.

FRIDAY, AUG. 11, AT 10 O'CLOCK A. M., at the Central Salesrooms, Willoughby-st., corner Pearl-st., Brooklyn:
Regular Weekly Sale of Furniture, Mattresses, Mirrors, Pianos, Carpets, Fancy Goods, &c.

HOUSE AND LOTS FOR SALE AT AUCTION.—A modern built two-story house, containing 11 rooms; lot 108x117 ft., together with 7 building lots, will be sold at public auction, on the premises, on THURSDAY, Aug. 10, at 2 o'clock P. M. The property is situated in Bloomfield, Essex County, N. J., on the south side of the Bloomfield Turnpike, within about four minutes walk of Watsessing Railroad station. For particulars address Box No. 441 Post-office, Newark, N. J.

LOST AND FOUND.

LOST OR STOLEN—PASS-BOOK NO. 39,069, of the Emigrant Industrial Savings Bank. Application will be made to the bank for a new book, on the 7th day of September, 1865.
ABRAHAM LINCOLN, Depositor.

LOST OR STOLEN—PASS-BOOK NO. 39,087 OF the Emigrant Industrial Savings Bank. Application will be made to the bank for a new book on the 18th day of September, 1865.
ABRAHAM LINCOLN, Depositor.

LOST OR STOLEN—PASS-BOOK NO. 39,174, of the Emigrant Industrial Savings Bank. Application will be made to the bank for a new book, on the 18th day of August, 1865. JOHN BREWER, Depositor.

LOST—A BANK-BOOK ON THE MANHATTAN Savings Institution, No. 35,969. The finder will please return the same to the bank, corner Broadway and Bleecker-st.

MACHINERY.

FOR SALE—A HORIZONTAL TUBULAR steam boiler, of seven-horse power, all complete, with Clark's patent damper, for $230. Apply to H. M. CLARK, No. 34 Bridge-st., Brooklyn.

TODD & RAFFERTY, MACHINERY MERCHANTS, 4 Dye-st.; works, Paterson, N.J.; manufacture stationery and portable engines and boilers, flax, hemp, tow, oakum and rope machinery, mill gearing, shafting.

CARD.—OUR CUSTOMERS ARE RESPECTFULLY advised that JOHN BELL, sometimes serving us as a collector, is no longer in our employ.
WM. R. POWELL & CO., No. 298 Broadway.

FOR SALE.

FOR SALE—A GOOD TWO-STORY AND ATTIC house, with kitchen attached, and good cellar, large woodshed and good well of water, with some young bearing fruit trees and one acre of ground, in the upper part of Englishtown, Monmouth Co., N. J.; possession immediately; price $2,000 cash. Inquire of THOMAS WEST, adjoining the premises, or at No. 359 Pearl-st., New-York, between 1 and 3 o'clock. Any person wishing to see the premises can go and return the same day by the Camden and Amboy line.

FARMS FOR SALE—IN AND NEAR THE village of Madison, Morris County, New-Jersey, 10 farms from 40 to 200 acres of land; 8 small farms from 4 to 40 acres; several village houses with gardens attached; 5 beautiful country seats from 4 to 12 acres each; beautiful sites for building, &c., these are all good and valuable properties, and near the depot. Inquire of S. D. HUNTING, near the depot, Madison.

FARM FOR SALE—AT BLACK POINT, Shrewsbury River, N. J., opposite the Highlands of Neversink; 110 acres, two houses, with necessary out-buildings, stock, &c. Easy of access by steamboat and railroad, and well adapted to the raising of early truck, or could be advantageously divided into villa sites. For terms, &c., apply to Mrs. M. L. PARKER, on the premises, or to W. L. TYSON, foot of 7th-st., East River.

FARM FOR SALE—ABOUT 70 ACRES OF good tillable land, including 20 acres of young oak wood, house, store adjoining and barn, a good stand for a retail-store; a rich deposit of muck on the farm. Will be sold on very reasonable terms; location Smithtown, L. I.; 3½ hours from the city. Inquire of J. E. BRUSH, No. 4 Chatham-square.

FOR SALE—CASTLE HILL NECK, THE RESIDENCE of Gouverneur M. Wilkins, containing 341 acres, situated on the East River, in the county of Westchester, and within an hour's drive of this city. This place is healthful, improved, fertile and accessible by land or water; the woodlands are fine and the grounds and views beautiful. Apply on the premises.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by HENRY B. BLACKWELL, No. 59 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

FOR SALE—VILLA SITE, ABOUT FIVE acres, on the south side of Staten Island, near Eltingville Railroad Depot. View unsurpassed. Superior facilities for boating, bathing, fishing, yachting, &c. Price $2,000 for the plot, or $1,000 for 2½ acres. Apply to A. JOURNEAY, No. 6 Pine-st.

A HIGHLY PRODUCTIVE GRAIN, DAIRY and fruit farm of 106 acres, 40 miles on Long Island, convenient to railroad station; stock, crops and farming utensils if desired; excellent large buildings, plenty of fruit, well watered, &c.; price $6,000.
E. A. BUNCE, No. 7 Chambers-st.

TO MANUFACTURERS AND OTHERS.—For sale, the block of land bounded by 90th and 91st sts., Avenue A and the East River; deep water and a good harbor. Apply to P. C. BULKLEY, No. 43 Wall-st., Jauncey-court.

$5,000.—SUPERIOR FARM OF 67 ACRES, stock, and 40 acres in crops; building new; selected variety of fruit. WELLING, No. 14 Chambers-st.

FOR SALE OR RENT—A SELECT DAY school in New-Jersey. Address SCHOOL, Box No. 176 *Times* Office.

FARMS AND COUNTRY SEATS FOR sale in New-Jersey. Apply to KELSEY & CORNWELL, No. 78 Cedar-st., N. Y.

TO LET.

TO LET—WITH STEAM POWER—
5 large, light and airy floors.
3 100x25.
2 50x25.
Inquire at SPRINGMEYER BROS., 78th-st. and 1st av., or No. 722 Broadway, New-York.

TO LEASE—ON FORDHAM HEIGHTS, WITHin three-quarters of an hour of the city, a nice cottage, suitable for a Summer and Winter residence, and the furniture, heater, horse, carriage and sleigh for sale; there is on the place a nice carriage-house, stable, cow-house, hennery and a large garden, with all kinds of vegetables. Apply at Duffy's Hotel, Fordham Station, or address B. L., Box No. 164 *Times* Office.

TO LET—FURNISHED, A FIRST-CLASS, three-story, brown stone house in 47th-st., between 5th and 6th-avs. Apply to M. SCHEVERRIA & CO., No. 20 Beaver-st.

HOUSES & ROOMS WANTED.

WANTED TO HIRE—ABOVE 14TH-ST., AND between 4th and 6th avs., a medium sized house in good repair. Apply, stating terms and location, to OTIS W. BOOTH, No. 111 Water-st.

BOARDING AND LODGING.

WANTED—IN A QUIET RESPECTABLE private family, board for gentleman, wife and child, five years of age; unexceptionable references given, and liberal price paid for suitable accommodations; would be willing to furnish own apartments. Address J. J., Box No. 2,040 Post-office.

BOARD WANTED—BY A LADY, WITH servant, in a private family, or where there are a few boarders. Location between 14th and 25th sts. and 4th and 6th avs. Unexceptionable references given and required. Address, stating particulars, R. C. M., Box No. 113 *Times* Office.

FURNISHED ROOMS, ON SECOND, third and fourth floors, can be had by applying immediately at No. 130 9th-st., a few doors west of Broadway.

AN ELEGANT SUITE OF ROOMS, UP town, and a private table, can be had by a party of high standing, wishing to live quietly, and willing to pay liberally. Address Box No. 120 *Times* Office, until Sept. 1.

BOARDING.—FURNISHED ROOMS TO LET to gentlemen; the house and location most desirable. Apply at No. 186 2d-av., between 11th and 12th sts.

BOARD ON BROOKLYN HEIGHTS—Where but few boarders are taken. Apply at No. 101 Willow-st. References required.

COUNTRY BOARD.

COUNTRY BOARD—TWO GOOD-SIZED rooms, with double beds, neatly furnished, can be procured for four adults, at the farm of the subscriber. Terms, $8 per week. The location of the house is very agreeable; plenty of shade; fine scenery; pure mountain air. Daily communication with New-York by steamboat. Address H. E., town of Esopus, Ulster Co., N. Y.

SUMMER RESORTS.

THE PECONIC HOUSE, GREENPORT, L. I., will be open for the reception of Summer travelers and boarders June 1, 1865, under the direction of A. SMITH; good fishing, hunting, and bathing; also very fine drives.

HOTELS.

LANGHAM HOTEL, PORTLAND-PLACE.—This commodious hotel, the largest in London, is now open; it is situated on the most open and healthy site in the West End, with all modern improvements. Suites of apartments, salle à manger 100 by 40 feet, elegant ladies' room, a spacious sitting and writing room, etc. Within a short drive of all the railway termini. For terms to secure accommodation, address the manager. C. SCHUMANN.

COPARTNERSHIP NOTICES.

COPARTNERSHIP NOTICE.

The undersigned have this day formed a copartnership under the name and firm of BRYAN, VAN SCHAICK & CO., for the purpose of transacting a Banking and General Stock Commission business.
Signed JOHN BRYAN,
JENKINS VAN SCHAICK,
RICHD. S. ROBERTSON,
JOHN F. BATCHELDER.
No. 35 BROAD-ST., NEW-YORK, Aug. 1, 1865.

DISSOLUTION.—THE FIRM OF THOMAS RICHARDSON & CO., is dissolved by the death of Mr. THOMAS RICHARDSON. The business will be liquidated by us, the surviving partners.
SAMUEL NIMMONS,
M. G. HAUGHTON.

COPARTNERSHIP.—The business will be continued as heretofore, under the firm of NIMMONS & HAUGHTON.
SAMUEL NIMMONS,
M. G. HAUGHTON.
NEW-YORK, August 1, 1865.

NEW-YORK, Aug. 9, 1865.
WILLIAM D. BLACK AND ELBERT B. MONROE were admitted as partners in our firm on the 1st day of March last. BALL, BLACK & CO.

PUBLIC NOTICES.

UNITED STATES INTERNAL REVENUE.
FIFTH COLLECTION DISTRICT, STATE OF NEW-YORK.
VIIth, Xth, XIIIth, and XIVth Wards of the City of New-York.

Pursuant to the provisions of an act entitled, "An act to provide Internal Revenue to support the government, and to pay interest on the public debt, and for other purposes," approved June 30, 1864, as amended by the "Act of March 3, 1865," notice is hereby given to all persons liable to pay duties and taxes, under said act, in the Fifth Collection District of the State of New-York, that the Collector of said district has received from the Assessor thereof, his annual collection list for the year ending April 30, 1866; that the duties and taxes assessed by said Assessor have become due and payable; that the said Collector will attend to receive the same at his office, No. 561 Broadway, in the City of New-York, daily, (Sundays excepted,) from the 21st day of August, A. D. 1865, until the 11th day of September, A. D. 1865, between the hours of 9 o'clock A. M. and 4 o'clock P. M.
Dated NEW-YORK, Aug. 10, 1865.
JOSEPH HOXIE,
Collector of Fifth District, State of New-York.
N. B.—Said duties and taxes may be paid at any time before the period above mentioned.

UNITED STATES INTERNAL REVENUE, THIRTY-SECOND DISTRICT NEW-YORK, COMPRISING FIRST, SECOND AND FOURTH WARDS.—Notice is hereby given to all persons concerned, that the annual lists containing the assessments, valuations and enumerations made and taken within this district by the Assistant Assessors for the year 1864, including licenses expiring May 1, 1866, will be open at this office for and during the space of fifteen days from and after the seventh day of this present month, and that during said fifteen days the Assessor will receive appeals and determine relative to any erroneous or excessive valuation.

Assessments and enumerations contained in said annual list, and all appeals to the Assessor as aforesaid, shall be made in writing, and shall specify the particular cause, matter or thing respecting which a decision is required, and shall moreover state the grounds or principle of error complained of.
ASSESSOR'S OFFICE, No. 83 Cedar-st.,
NEW-YORK, 7th August, 1865.
S. P. GILBERT,
Assessor 32d District, N. Y.

HORSES AND CARRIAGES.

CARRIAGES FOR SALE.—THE IMMENSE stock now in the three large warerooms, entrance No. 450 Broadway and No. 16 Crosby-st., will be sold at greatly reduced prices; 300 sets harness, several second-hand carriages.
C. WITTY, No. 450 Broadway.

INSTRUCTION.

THE RIVERDALE INSTITUTE,

A Collegiate School for young ladies, will commence its third year on the third MONDAY of September.

Address the Rector, Rev. WM. C. LEVERETT, M. A., Riverdale, on the Hudson.

Circulars may be had of Samuel D. Babcock, No. 3 Nassau-st., or of Henry F. Spaulding, No. 53 Park-place, New-York.

COLUMBIA GRAMMAR SCHOOL.—NOS. 327 and 329 4th-av. Rev. Dr. GEORGE W. BACON, LL.B., Principal; Dr. RICHARD S. BACON, LL.B., Vice-Principal, with nine assistant instructors. Three departments—Classical, Commercial and Preparatory. All the advantages of the institution, including modern languages, gymnasium and military drill, are open to every pupil, without extra charge. Catalogues containing full particulars at the book-stores and School.

MADAME C. MEARS

will reopen her English and French Boarding and day school, No. 224 Madison-av., New-York, on WEDNESDAY, Sept. 20. Address by letter as above till Sept. 11, when Mme. C. M. will be at home.

MRS. OGDEN HOFFMAN'S

English and French Boarding and Day School for young ladies, No. 17 West 38th-st., New-York, will reopen on THURSDAY, Sept. 21. Address until Sept. 14, Lenox, Mass., after that date as above.

MRS. SYLVANUS REED'S

French and English Boarding and Day School for Young Ladies, No. 11 West 36th-st., will reopen on the 20th September. Address as above for circulars.

THE RUTGERS FEMALE INSTITUTE,

NOS. 487, 489, 491 FIFTH-AVENUE, NEW-YORK, will reopen WEDNESDAY, Sept. 20.

H. M. PIERCE, President.

MISS BRACE'S ENGLISH AND FRENCH boarding and day school for young ladies, will reopen Sept. 13, 1865, at Nos. 38 and 40 Elm-st., New-Haven, Conn. For circulars, apply as above.

PROF. L. J. BOECK'S

SCHOOL OF ENGINEERS AND CHEMISTS,
No. 161 5th-av., Corner 22d-st., New-York.

Pure and applied mathematics, civil engineering, architectural engineering, mechanical engineering, mining engineering, general and analytical, technical and agricultural chemistry, geology and metallurgy.

All modern languages taught and spoken.

A preparatory class connected with the institution.

Commencement first MONDAY in September.

For circulars and information, direct to Box No. 32 Station H, Yorkville, New-York.

MISS HAINES
AND
MADEMOISELLE de JANON

Respectfully inform their friends and the public that their English and French Boarding and Day School for young ladies and children, No. 10 Gramercy-park, will reopen on WEDNESDAY, Sept. 20. All letters addressed to No. 10 Gramercy-park will receive prompt attention.

THE ROUND-HILL SCHOOL,
AT
NORTHAMPTON, MASS.

AN ENGLISH AND CLASSICAL SCHOOL FOR BOYS, *in one of the most beautiful and healthful locations in the country.* Circulars, containing course of study, terms, &c., sent on application to either of the Principals. JOSIAH CLARKE, JAMES F. SPALDING.

MRS. LEVERETT'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
No. 32 West 18th-st.,

will reopen on WEDNESDAY, Sept. 20. Applications may be made personally or by letter to Mrs. LEVERETT, at the above address.

HUDSON RIVER INSTITUTE

Affords the very best advantages for a classical, scientific, commercial and musical education. French conversation, and Lewis' gymnastics for ladies, and military drill for gentlemen daily, without extra charge. A new gymnasium, costing $6,000; 18 instructors. Term opens Sept. 11. Rev. ALONZO FLACK, A. M., Principal, Claverack, Columbia County, N. Y.

MRS. MACAULAY'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
No. 253 Madison avenue, corner 40th-st.,

will reopen on WEDNESDAY, September 20th. Mrs. M. will be in town from Sept. 6. Until that time, address by letter as above.

MORRIS FEMALE INSTITUTE,

MORRISTOWN, N. J.

"Under Mr. HAZELTINE's superintendence, it is already taking high rank."—"*Irenæus,*" *N. Y. Observer, July 13, 1865.*

C. G. HAZELTINE, Principal.

YOUNG LADIES' COLLEGIATE INSTITUTE,

WATERBURY, CONN.

A new building, with all the modern improvements; an ample corps of experienced teachers, and offers facilities equal to any in the country. For circular, address Rev. R. G. WILLIAMS.

YONKERS MILITARY INSTITUTE,

A boarding-school for Boys,
16 miles above New-York, on the Hudson.

Get circulars of W. H. Arthur & Co., No. 39 Nassau-st., N. Y., or of BENJAMIN MASON, Yonkers, N. Y.

FLUSHING INSTITUTE,

Flushing, L. I.
Boarding-school for boys.
E. A. FAIRCHILD.

GROVE HILL SEMINARY

Great Barrington, Mass. The next year will commence Sept. 12, 1865. For circulars, address Mrs. M. W. ALLEN, Principal.

THE FERRIS FEMALE INSTITUTE,

No. 135 Madison-av., corner 32d-st., Rev. ISAAC FERRIS, D. D., LL. D., President; Mrs. M. S. PARKS and Miss C. E. FERRIS, Principals, will reopen MONDAY, Sept. 18.

BROOKLYN HEIGHTS SEMINARY.

Nos. 86, 88, 90 Montague-st., Brooklyn.

This English and French boarding and day school for young ladies will reopen on MONDAY, September 18th. Address CHARLES E. WEST, LL. D.

MR. E. A. GIBBENS' CLASSICAL AND MATHEMATICAL SCHOOL FOR BOYS will open Sept. 18, 1865, at No. 54 West 32d-st., corner of Broadway. Particular attention is paid by Mr. GIBBENS to preparation for College and the Scientific School. For references, circulars, &c., apply on the premises after Sept. 3, and previously by letter to Box No. 3,201 New-York Post-office. A few private pupils received.

ARMY AND NAVY—OR MUSTERING OUT and mustering in. Hundreds of our brave soldiers, no sooner than they are mustered out of the army, muster into PAINE'S Mercantile College, No. 62 Bowery, and apply themselves to the study of Book-keeping, Penmanship, Arithmetic, Grammar, &c., thus preparing themselves for business, &c., for the calls of our patriotic citizens wishing to give our gallant defenders the preference.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—The Forty-second Annual Session of this well-known School of Engineering and Natural Science will commence Sept. 13, 1865. The New Annual Register, giving full information, may be obtained at D. APPLETON'S book-store, New-York, or from Prof. CHARLES DROWNE, Director, Troy, N. Y.

ERASMUS HALL ACADEMY, FLATBUSH, L. I., will reopen Sept. 4. Large shaded playgrounds, and facilities for obtaining a thorough academic education, English and classical. Address E. T. MACK, Principal.

FLATBUSH, L. I., Aug. 7, 1865.

COTTAGE HILL SEMINARY FOR YOUNG LADIES, Poughkeepsie, N. Y. Rev. GEORGE T. RIDER, A. M., Rector. This very select and limited English and French school reopens on WEDNESDAY, Sept. 13. Circulars, with references, may be obtained at Appleton's, Broadway, or of the Rector, by post.

MISS OWEN RESPECTFULLY INFORMS her friends and the public that her English and French Boarding and Day School, for young ladies and children, Beekman Hill, No. 215 East 50th-st., will open on MONDAY, Sept. 11. All letters addressed as above will receive immediate attention.

BALLSTON SPA ACADEMY, SARATOGA COUNTY, N. Y.—A select commercial and classical family boarding-school for boys. Expense, $50 per quarter. Pupils are taken into the family of the principal. Next term begins MONDAY, Sept. 11. Address Rev. JAMES GILMOUR, A. M.

WHITE PLAINS INSTITUTE — WHITE Plains, Westchester County, N. Y.—Rev. R. W. HARRIS, D. D., and R. CHANNING MOORE, Jr., A. M., Principals. The Fall term of this select boarding school for boys will commence on WEDNESDAY, Sept. 13, 1865. For circulars address either of the principals.

N. A. LESPINASSE, FRENCH INSTITUTE, 170th-st. and King's Bridge Road, Fort Washington; French is the language of the school; English, Spanish, German, classics, commercial studies and higher mathematics. Reopens Sept. 10th. Circulars, No. 913 Broadway, drug-store.

MOUNTAIN INSTITUTE, HAVERSTRAW, N. Y.—A family boarding-school for twelve boys; location retired and beautiful; terms moderate; reopens Sept. 6. Address LAVALETTE WILSON, A. M., Principal.

MISS HAVENS WILL REOPEN HER French and English, Boarding Day School for Young Ladies, on MONDAY, Sept. 18, at No. 250 Madison-av. Letters directed to her residence will receive immediate attention. She will be at home after Sept. 7.

A YOUNG MAN, 22 YEARS OF AGE, wishes to attend a first-class academy in the country; must have good gymnasium attached. Address, with particulars, average cost of living, &c., D. L. G., Box No. 182 *Times* Office.

MRS. BLIGH'S ENGLISH AND FRENCH boarding and day-school for young ladies, No. 48 West 17th-st., will reopen on the 21st of September. Address as above, or to Box No. 848 Post-Office, Newport, R. I.

MISS A. VAN WAGENEN'S BOARDING and day-school for young ladies, No. 8 East 37th-st., will reopen on WEDNESDAY, Sept. 20. Address as above until Sept. 5, after which Miss V. W. will be in town.

GARDNER INSTITUTE—BOARDING AND Day School, for young ladies, No. 16 East 28th-st., will reopen Sept. 19. For circulars, address C. H. GARDNER, Box No. 616 Springfield, Mass., until Aug. 15.

MRS. HENRY SIMONS' ENGLISH, French, German and Hebrew Institute for young ladies will reopen WEDNESDAY, Sept. 6. Nos. 173 and 175 West 39th-st.

125TH-ST. AND 5TH-AV.—COLONNADE House will open Sept. 19. Professors of eminence employed in the various departments. Stages sent for the young ladies.

MR. VAN NORMAN'S FRENCH AND English Boarding and Day School for Young Ladies, No. 5 West 38th-st., Murray Hill, two doors from 5th-av., New-York, will reopen Sept. 21. Address as above.

MILITARY, CLASSICAL AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y. Fall term opens on MONDAY, Sept. 4. For circulars address C. RUTHERFORD, A. M., Principal.

MISS BEAN'S FRENCH AND ENGLISH boarding and day school for young ladies, No. 21 Brevoort-place, will reopen Sept. 20.

MILITARY BOARDING-SCHOOL—White Plains, N. Y., one hour's ride from the city by Harlem Railroad. O. R. WILLIS, A. M., Principal.

MRS. WILLIAMES' ENGLISH AND FRENCH Boarding and Day School for Young Ladies, No. 26 West 39th-st. will reopen WEDNESDAY, Sept. 20.

INSTRUCTION.

ROCKLAND FEMALE INSTITUTE,
AT NYACK, ON THE HUDSON, N. Y.

The Fall Term of this Seminary for the thorough education of young ladies, will commence on THURSDAY, Sept. 21. For admission, or catalogues with full particulars, address L. D. & C. F. MANSFIELD, Principals.

MRS. JOHN LORD'S FAMILY SCHOOL

FOR YOUNG LADIES, IN STAMFORD, CONN., will reopen Sept. 15.

Circulars forwarded on application.

YOUNG LADIES' INSTITUTE, MAPLEWOOD, Pittsfield, Mass., will commence its twenty-fifth academic year Sept. 21, 1865.

The excellence and permanence of its corps of instruction, its superior facilities for physical culture, and the beauty and salubrity of its location, are widely known.

For circulars address Rev. C. V. SPEAR, Principal.

THE MISSES BUCKNALL'S ENGLISH AND French boarding and day school, No. 3 West 37th-st., second door from the 5th-av., will reopen Sept. 18, 1865.

MAPLE HALL.—PROF. ANDREU'S FEMALE Seminary, Jamaica, L. I., will reopen Sept. 4.

TEACHERS.

ALL TEACHERS WHO SEEK POSITIONS should have "AMERICAN SCHOOL INSTITUTE'S" Application Form. Experienced Teachers are in great demand, specially for *Music*, French, Drawing, Classics, Mathematics and Military Drill. ALL WHO WANT GOOD TEACHERS will find best possible facilities for being suited at American School Institute's offices. J. W. SCHERMERHORN, Actuary, No. 130 Grand-st., New-York. Philadelphia Office: 512 Arch-st.; Western Office: Chicago, Illinois.

A LADY EMINENTLY QUALIFIED AS to scholarship and experience, and who is possessed of most flattering testimonials as to her ability as teacher, desires to make an arrangement with some party to whom her offices may prove immediately available. The advertiser has taught with good success, higher English, French, Latin and Music. Compensation, other than a home, not demanded. References exchanged. Address, during one week, D, care of E. Tellering, No. 819 Broadway, New-York.

ADDRESS ALL APPLICATIONS FOR teachers or schools to the National Teachers Institute, No. 486 Broadway, New-York. Teachers wanted for English, French, German, Spanish, painting, music, military tactics, and for other branches. Correspondents wanted in every State and county to introduce teachers and pupils. Salaries according to talents. Call at the National Teachers Institute, No. 486 Broadway.

A YOUNG LADY, A GRADUATE.—A young lady of five years' experience in teaching desires a situation as governess in a family, or assistant in a school. Beside ordinary branches, is qualified in Latin, ornamentals, vocal and instrumental music. First-rate references. Address M., No. 52 Howard-st., N. Y.

A YOUNG LADY COMPETENT TO EDUCATE children in various elementary studies and in music desires a situation in some respectable family or in a school. Address PRECEPTRESS, care Dr. J. Harriss, No. 148 East 34th-st.

WANTED—A LADY WHO HAS SPENT SOME time in Paris, to teach French in a New-England academy; salary $1,000; also, a gentleman to take charge of the Commercial Department; salary $1,500. Address PRINCIPAL, New-Haven, Conn.

WANTED—A GOVERNESS TO GO SOUTH; one capable of teaching French and music, in addition to the usual English branches. Address Box No. 581 Post-office.

WANTED—A SITUATION, EITHER IN FAMILY or seminary, by a lady qualified to teach the English branches, pencil drawing, French and music, (piano;) good references. Address Miss J., Box C, Albany Post-office.

STEAMBOATS.

1865. FOR LAKE SUPERIOR. 1865.

One of the new and swift steamers, METEOR AND PENOBIC, will leave Cleveland, Ohio, every Monday and Detroit, Michigan every Tuesday, on grand pleasure excursions to La Pointe, Bayfield, North Shore, and all other points on Lake Superior. Rooms secured on application by letter or otherwise to GARRETSON & CO., Cleveland; J. L. WHITING & CO., Detroit.

PLEASURE TRAVEL TO CATSKILL Mountain House, Lebanon Springs, Saratoga, Lake Champlain, Montreal, Quebec, and all points North and West, via Hudson River. Day boats for Albany, landing at Yonkers, Cozzen's Hotel Dock, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill and Hudson. Steamboat C. VIBBARD, Capt. D. H. HITCHCOCK, TUESDAYS, THURSDAYS and SATURDAYS; and the DANIEL DREW the alternate mornings, at 7:45 A. M., from pier foot of Desbrosses-st., touching at 30th-st. pier, to receive passengers, at 8. Tickets sold on board and baggage checked for the West and North, making close and sure connections with the New-York Central and Northern Railroads. Baggage transferred without charge.

DAILY, FOR HARTFORD, SPRINGFIELD, Greenfield, Northampton, and other points, by rail, North, East and West of Hartford, and landing on the Connecticut River, steamers CITY OF HARTFORD and GRANITE STATE, from Peck Slip, New-York, at 4 P. M. First class fare, $2; second class, $1 50. These boats have first-class stateroom accommodations. For further information, inquire of SAXTON & SEABURY, No. 112 South-st., N. Y. D. A. MILLS, Agt, Hartford and New-York Steamboat Company.

FOR RONDOUT AND KINGSTON, LANDING at Cozzens, Cornwall, Newburgh, Marlborough, Milton, Poughkeepsie, West Park and Esopus, connecting with the Delhi and Ellenville stages. The new and elegant steamers JAMES W. BALDWIN, Capt. JACOB H. TREMPER, MONDAYS, WEDNESDAYS and FRIDAYS; THOMAS CORNELL, Capt. DAVID ABBEY, Jr., TUESDAYS, THURSDAYS and SATURDAYS; leaving New-York, foot of Jay-st., at 4 o'clock P. M.

FOR CATSKILL AND CATSKILL MOUNTAIN HOUSE—Steamer THOMAS POWELL leaves New-York for Catskill, from foot of Franklin-st., Tuesdays and Thursdays of each week, 5 P. M.; Saturdays, 2 P. M., landing Saturdays at West Camp and Malden, connecting with stages from Catskill to Mountain House, Delhi and Gilboa. Leaves Catskill for New-York Mondays, Wednesdays and Fridays at 6 P. M.

CONEY ISLAND FERRY—LANDING AT FORT HAMILTON.—The NAUSHON

Leaves West 10th-st. at 9:20, 12:20, 3:20.
Leaves Dey-st. at 9:40, 12:40, 3:40.
Leaves Pier No. 4, North River, at 10, 1 and 4.

FOR BRIDGEPORT—DAILY LINE.—THE steamer BRIDGEPORT will leave Peck-slip daily, at 12 o'clock noon, arriving in Bridgeport in time to connect with the Naugatuck, Housatonic, New-Haven and Hartford Railroads. Freight taken for Naugatuck and Housatonic Railroad.

MORNING LINE FOR PEEKSKILL.—The NORWALK leaves the foot of Harrison-st. daily (without exception) at 8 A. M., lands at 30th-st., for Yonkers, Hastings, Dobb's Ferry, Tarrytown, Nyack, Sing Sing, Haverstraw, Grassy Point and Verplanck's.

STEAMBOAT TO CHARTER.—THE PASSENGER steamboat TAMINEND, 300 tons burden, speed 14 miles an hour, well furnished and in complete order. Apply to R. CORNELL WHITE, 11 Murray-st.

FOR HUDSON, CATSKILL, BRISTOL & WEST Camp—Steamer TRAVELER leaves foot of Harrison-st. Mondays, Wednesdays and Fridays, at 5 P. M.

FOR NEW-HAVEN, HARTFORD AND WHITE MOUNTAINS—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

MISCELLANEOUS.

C. B. LOVELESS PATENT.
THE HOUSEHOLD FAIRY
PETROLEUM STOVE,
DEPOT NOS. 542 AND 544 BROADWAY.
THE GREATEST INVENTION
of modern times.
Already in use in
THOUSANDS OF FAMILIES,
and pronounced by all
A MODEL OF USEFULNESS, ECONOMY AND LUXURY.
A UNIVERSAL FAVORITE
with housekeepers, doing
MORE WORK AT LESS EXPENSE
than any oil or gas stove ever presented to the public.
It will BAKE, BOIL, ROAST, BROIL, FRY, STEW and
WASH AND IRON.
at a cost of
FIFTY CENTS PER WEEK.
A large assortment of
STOVES OF ALL SIZES,
from No. 1 to No. 4, with furniture complete, always on hand.

N. B.—Mr. C. B. LOVELESS, the Patentee, will be in attendance at his office in the depot, Nos. 542-44 Broadway, daily, for the purpose of giving all required information in regard to the stoves, and for the sale of territory for the exclusive right of his patents. Some very choice districts remaining unsold, which, if applied for soon, will be disposed of on reasonable terms. The demand for these stoves is constantly increasing, and they are bound to have a large and ready sale wherever they are introduced.

There is no more valuable patent right in the United States.

REYNOLDS TURBINE
WATER WHEELS

These celebrated water-saving and powerful wheels, of every capacity, promptly furnished for milling, manufacturing, mining, boring, pumping, &c., &c. A large assortment in stock. Wheels and machinery constructed for mule carriage into the mountains. Streams gauged and plans made. TALLCOT & UNDERHILL, Hydraulic Engineers, No. 170 Broadway, New-York.

UNITED STATES SANITARY COMMISSION.

PROTECTIVE WAR CLAIM ASSOCIATION, BUREAU OF EMPLOYMENT FOR DISABLED AND DISCHARGED SOLDIERS AND SAILORS, NO. 35 CHAMBERS-ST.

(NO CHARGE TO EMPLOYERS OR EMPLOYED.)

At the above office are registered discharged soldiers and sailors, of all trades and qualifications, and of all conditions of body, both disabled and able-bodied, and all are well recommended.

An urgent request is made to employers to call, and register their applications for employes. Both parties are served free of charge.

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JOSEPH J. LEWIS, CHARLTON T. LEWIS, S. S. COX, COUNSELORS AT LAW,
No. 132 Broadway. Post-Office Box, No. 5,660
NEW-YORK CITY.

Attend to all business in the courts of the United States, and in the Departments at Washington. Especial attention given to Internal Revenue business and to claims against foreign governments, as well as our own.

Judge Lewis' experience as Commissioner of Internal Revenue, and Charlton T. Lewis' experience as Deputy Commissioner, will be a guarantee of thorough acquaintance with the Revenue Laws.

Mr. Cox's connection with the Committee of Foreign Affairs in Congress, and his long membership of the National Legislature, insure a thorough knowledge of legislation and practice in the departments.

MME. DEMOREST'S EXQUISITE TOILET PREPARATIONS.—Lilly Bloom and Roseate Bloom for improving the complexion; Curling Cream for beautifying the hair, and Everlasting Perfume; packages 50 cents each. Sold by all druggists. Mailed free on receipt of price.

MME. DEMOREST'S Emporium of Fashions,
No. 473 Broadway, New-York.

NEW PRIZE LIST NOW READY.—COLLECTIONS for all claims against the U. S. Navy, including PRIZE BAG MONEY, BOUNTIES and ARREARS OF PAY, collected at once. Call or address

L. BROWN & CO.,
No. 2 Park-place, New-York City.

SHIPPING.

NATIONAL STEAM NAVIGATION CO.
(Limited.)
NEW-YORK TO LIVERPOOL,
Calling at Queenstown to land passengers.

Ship.	Tons.	Commander.
QUEEN—building	3,412	....
ENGLAND—building	3,430	....
SCOTLAND—building	3,430	....
ERIN	3,310	Grace.
HELVETIA	3,315	Prowse.
PENNSYLVANIA	2,872	Grogan.
VIRGINIA	2,876	Lewis.
LOUISIANA	2,166	Asplitt.

Leaving Pier No. 47, North River, as follows:
HELVETIA..........SATURDAY, Aug. 5
ERIN..........SATURDAY, Aug. 12
AND EVERY SATURDAY THEREAFTER.

The Cabin accommodations on board these steamers are unsurpassed, and the rates lower than by any other line.

Cabin passage, $90; Steerage, $30—payable in currency.

The owners of these vessels will not be accountable for specie or valuables unless Bills of Lading, having their value expressed therein, are signed therefor.

For freight or cabin passage, apply to WILLIAMS & GUION, No. 71 Wall-st.

For steerage passage, apply to WILLIAMS & GUION, 29 Broadway, N. Y.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S NEW LINE OF FIRST-CLASS MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST

The first splendid vessels on this favorite route for the continent are the following:

WASHINGTON..........3,204 tons..........900-horse power
LAFAYETTE..........3,204 tons..........900-horse power
EUROPE..........3,204 tons..........900-horse power
NAPOLEON III..........(Nearly ready)..........1,100-horse power
ST. LAURENT..........(Building)..........Great power.
PERREIRE..........(Building)..........Great power.
VILLE DE PARIS..........(Building)..........Great power.

DEPARTURES FROM NEW-YORK.
LAFAYETTE... A. BOCANDI... FRIDAY..........Aug. 18
EUROPE... A. DUCHESNE... FRIDAY..........Sept. 15

PRICE OF PASSAGE IN GOLD.

First cabin, $135; second cabin, $80, including table wine for either class.

Passengers intending to land at Brest will be furnished here with railroad coupon tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.

Medical attendance free of charge.

For further information apply to GEO. MACKENZIE, Agent. No. 7 Broadway, New-York.

At Paris, 12 Boulevard des Capucines, (Grand Hotel.)
At Havre, WM. ISELIN & CO.

FOR LIVERPOOL DIRECT.—CUNARD steamship TARIFA, Capt. MACAULEY, will sail on THURSDAY, 10th inst. Cabin passage, $80. Gold, or its equivalent. For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.
AND
BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.

SCOTIA leaves New-York Wednesday, August 9.
ASIA leaves Boston Wednesday, August 16.
CUBA leaves New-York Wednesday, August 23.
CHINA leaves Boston Wednesday, August 30.
PERSIA leaves New-York Wednesday, Sept. 6.
AFRICA leaves Boston Wednesday, Sept. 13.

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage..........$132 00
Second Cabin Passage..........80 00
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage..........$112 00
Second Cabin Passage..........65 00

payable in gold, or its equivalent in United States currency.

Berths not secured until paid for.

An experienced surgeon on board.

The owners of these ships will not be accountable for Specie or Valuables unless bills of lading, having the value expressed, are signed therefor.

For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

BREMEN VIA SOUTHAMPTON.

AMERICAN STEAMSHIP LINE, CARRYING THE UNITED STATES MAIL, and taking passengers for London, Havre, Southampton, and Bremen.

The first-class steamship CIRCASSIAN, Capt. ED. CAVENDY, formerly of steamer *Washington*, will sail from Pier No. 30 North River on SATURDAY, Aug. 19.

First Cabin..........$100 00
Second Cabin..........55 00
Steerage..........32 50

Payable in gold or its equivalent in currency.

An experienced surgeon on board.

Vessel not accountable for specie or valuables unless bills of lading having the value expressed are signed therefor.

For freight or passage, apply to ARTHUR LEARY, No. 73 William-st., or to RUGER BROTHERS, Brokers for the line, No. 45 Beaver-st.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The Inman Line, sailing semi-weekly, carrying the United States Mails.

CITY OF DUBLIN..........WEDNESDAY..........Aug. 9
CITY OF NEW-YORK..........SATURDAY..........Aug. 12
KANGAROO..........WEDNESDAY..........Aug. 16
CITY OF BOSTON..........SATURDAY..........Aug. 19

at noon, from Pier No. 44 North River.

RATES OF PASSAGE,

First Cabin	$90	Steerage	$30
First Cabin to London	95	Steerage to London	33
First Cabin to Paris	105	Steerage to Paris	40

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Passage by the mail steamers, sailing every Saturday, payable in gold. Passage by the mid-week steamers payable in United States currency.

Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's Offices. JOHN G. DALE, Agent, No. 15 Broadway, New-York.

STEAM TO LONDON.—THE SPLENDID British iron steamship BELLONA, 2,500 tons, Capt. E. DINON, will sail as above, from pier No. 3 North River, SATURDAY, August 12. To be followed by the steamship ATALANTA. For passage, at the lowest rates, apply to CHAS. A. WHITNEY, No. 26 Broadway. For freight apply at No. 54 South-street.

HOWLAND & ASPINWALL, Agents.

UNITED STATES MAIL LINE FOR CALIFORNIA.

VIA ISTHMUS OF PANAMA.

Lower Passage Rates commencing July 1, 1865.

THE ATLANTIC MAIL STEAMSHIP CO., will despatch steamers semi-monthly, at noon, from the Company's new and commodious Pier, No. 43 North River, foot of Canal-st.

DEPARTURES.
Aug. 16..........COSTA RICA..........WILSON,
(Connecting at Panama with Colorado.)
Sept. 1..........NEW-YORK..........TINKLEPAUGH,
(Connecting at Panama with Sacramento.)

For freight or passage apply to D. B. ALLEN, No. 5 Bowling-green.

ONLY LINE OF BRITISH STEAMERS carrying passengers DIRECT to Great Britain. ANCHOR LINE—STEAM TO GLASGOW, LIVERPOOL AND IRISH PORTS.

HIBERNIA..........SATURDAY, Aug. 12

Cabins, $90, $80 and $70; steerage, $30, in currency. F. MACDONALD & CO., No. 6 Bowling-green.

OPPOSITION LINE TO CALIFORNIA.—REDUCTION IN PRICE FOR AUGUST AND SEPTEMBER.

First class,	Second class,	Third class,
$250.	$175.	$100.

The Central American Transit Company will dispatch, from Pier No. 29 North River, the good steamship ERICSSON, Capt. A. B. LOWBER, on SATURDAY, Aug. 19, at noon; on WEDNESDAY, Sept. 20, at noon, at the above low prices, for these two trips only.

For passage apply at the office of THE CENTRAL AMERICAN TRANSIT COMPANY, No. 177 West-st., New-York.

D. N. CARRINGTON, Agent.

FOR RICHMOND, CITY POINT AND NORFOLK.

GOES TO THE WHARF AT RICHMOND.

THE NEW AND ELEGANT SIDE-WHEEL STEAMSHIPS HATTERAS, PARRISH, every SATURDAY, at 12 M. ALBEMARLE, BOURNE, every WEDNESDAY, at 12 M., from pier No. 36 North River.

For freight or passage, having superior accommodations. Apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

Freight received on our covered pier, No. 36 North River, at all times during business hours. Goods consigned to our address promptly forwarded.

FOR NORFOLK, CITY POINT AND RICHMOND.

REGULAR SEMI-WEEKLY UNITED STATES MAIL LINE.

Pier No. 21 North River, foot of Fulton-st.,

The steamship YAZOO, Capt. COUCH, leaves every Saturday, at 12 o'clock M.

The steamship CREOLE, Capt THOMPSON, leaves every Wednesday, at 12 o'clock M.

Excursion tickets issued at reduced rates.

The passenger accommodations on board the steamships are unsurpassed.

For freight or passage apply to G. HEINEKEN & PALMORE, No. 115 Broadway.

NEW-ORLEANS DIRECT.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.

The new and splendid steamships
VICTOR, G. GATES, Commander.
HERMAN LIVINGSTON, J. B. BAKER, Commander.
ATLANTA, A. K. WILLIAMS, Commander.

The steamship VICTOR will leave Pier No. 36 North River SATURDAY, 12th August, at 3 P. M.

For freight or passage apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

Freight received on our covered Pier No. 36 North River, during business hours. Goods consigned to our address promptly forwarded.

FOR SAVANNAH, GA.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.
WEEKLY LINE.
VARUNA, WHITEHURST, Commander.
ARIADNE, CRARY, Commander.

The new, elegant and fast steamship ARIADNE, will leave Pier No. 36 North River, on THURSDAY, Aug. 10, at 3 P. M.

For freight or passage, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

Goods consigned to our address forwarded promptly.

FOR HAVANA DIRECT.

The United States Mail side-wheel steamship EAGLE, J. J. LAWRENCE, Commander, will leave Pier No. 4, North River, on THURSDAY, August 10, at 3 o'clock P. M., precisely, for Havana.

For freight or passage, apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.

The favorite steamer COLUMBIA will succeed the EAGLE, and leave on Aug. 17.

TRAVELERS TO EUROPE, BEFORE sailing, should purchase HARPER'S HAND-BOOK FOR TRAVELERS IN EUROPE AND THE EAST—being a guide through France, Belgium, Holland, Germany, Austria, Italy, Sicily, Egypt, Syria, Turkey, Greece, Switzerland, Tyrol, Russia, Denmark, Sweden, Spain, and Great Britain and Ireland. With a railroad map corrected up to July, 1865, and a map embracing colored routes of travel in the above countries. By W. PEMBROKE FETRIDGE. Fourth year. Large 12mo, leather, pocket-book form, $5.

For sale in New-York by D. APPLETON & Co., No. 443 Broadway, and JAMES MILLER, No. 522 Broadway. And in Boston, by A. WILLIAMS & CO., No. 100 Washington-st.

Published by HARPER & BROTHERS, Franklin-square, New-York.

Sent by mail to any part of the United States on receipt of $5.

UNITED STATES PASSPORT BUREAU, No. 262 Broadway.—U. S. Passports for citizens and aliens issued by J. B. NONES, Notary Public.

SHIPPING.

Outside Steamship Line
FOR
BOSTON.

The Neptune Line of Steamers,
Tri-Weekly,
FOR BOSTON, DIRECT,
VIA
LONG ISLAND SOUND.

COMPRISING THE NEW AND STAUNCH SCREW STEAMERS, (EACH HAVING FIVE WATER-TIGHT COMPARTMENTS,)

NEPTUNE, NEREUS AND GLAUCUS,
2,000 TONS EACH,
BUILT EXPRESSLY FOR THIS ROUTE,
One of which will leave Pier No. 27 North River, foot of Robinson-st., every
TUESDAY, THURSDAY and SATURDAY.
Returning, will leave Central Wharf, Boston, every
MONDAY, WEDNESDAY and FRIDAY.
THE NEW SEA-GOING STEAMERS
METIS, THETIS AND DORIS,
1,500 TONS EACH,
BUILT EXPRESSLY FOR THIS ROUTE,
will shortly follow, forming a daily line.

The first steamer will leave Pier No. 27 North River, on SATURDAY, Aug 5.

No charge for wharfage in Boston.

Agent in Boston, E. H. Rockwell, end of Central Wharf.

ISAAC ODELL, Freight Agent, Pier No. 27 North River.

NEW-ORLEANS DIRECT.

WEDNESDAYS and SATURDAYS.—The New-York Mail Steamship Company's steamship MORNING STAR, H. NELSON, Commander, will sail on SATURDAY, Aug. 12, and the MARIPOSA, E. HOWES, Commander, on WEDNESDAY, Aug. 16, at 3 P. M., from the Company's Pier No. 46 North River. For freight or passage apply to JAMES A. RAYNOR, No. 10 Barclay-st.

FOR WILMINGTON, N. C.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.
Regular weekly United States Mail Line.
EUTERPE, ELDRIDGE, Commander.
GEN. SEDGWICK, STARKEY, Commander.

The new and elegant A 1 steamship EUTERPE, will leave Pier No. 36, North River, on SATURDAY, Aug. 12, at 3 P. M. For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

FOR CHARLESTON DIRECT.

Regular United States Mail Line of new and first-class steamships.

PASSAGE AND FREIGHT REDUCED.

The GRANADA, R. BAXTER, Commander, will leave Pier No. 14 East River, on SATURDAY, Aug. 12, at 3 o'clock precisely.

Bills of lading signed on board.

For freight or passage apply to ARTHUR LEARY, No. 73 William-st.

The ALHAMBRA will follow on SATURDAY, Aug. 19.

FOR CHARLESTON, S. C.

First-class United States Mail Steamships:
MONEKA, CHAS. P. MARSHMAN, Commander.
CAMBRIDGE, JNO. W. BALCH, Commander.

The new and elegant A 1 Steamship MONEKA will leave Pier No. 36 North River, on THURSDAY, August 10, at 3 P. M. For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

Agents at Charleston, Messrs. ARCHIBALD, GETTY & CO.

FOR SAVANNAH—DIRECT.

PIONEER LINE.

First-class passage..........$35

The new and first-class steamship PERIT, E. H. DELAWAY, Commander, will sail as above from Pier No. 11, North River, on THURSDAY, Aug. 10, at 3 P. M.

For freight or passage, apply to LEWIS L. JONES, No. 17 Broadway.

Agents in Savannah, HUNTER & GAMMELL.

HAVANA AND VERA CRUZ.

The American and Mexican Mail Steamship Company will dispatch their new and elegant side-wheel steamers for the above ports on the 1st and 15th of each month. For freight or passage, apply to CHAS. A. WHITNEY, No. 26 Broadway.

FOR NEW-ORLEANS DIRECT.

The U. S. Mail steamship STAR OF THE UNION, Capt. BLANCHARD, will leave Pier No. 9, N. R., on SATURDAY, Aug. 12, at 3 P. M.

Passage, with unsurpassed accommodations, $60.

Apply to H. B. CROMWELL & CO., No. 86 West-st.

The METEOR follows WEDNESDAY, Aug. 16.

RAILROADS.

HUDSON RIVER AND HARLEM RAILROADS.

On and after Monday, June 5, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

7:30 A. M. via Hudson River Railroad, 30th-st. and 10th-av., connecting with trains for Saratoga and Sharon Springs.

11 A. M. via Harlem Railroad, 26th-st. and 4th-av., connecting with trains for Saratoga, Sharon Springs, &c., and at Chatham with trains for points East.

2 P. M. via Hudson River Railroad, connecting with trains for Saratoga.

4 P. M. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping-cars attached.

4:40 P. M. via Harlem Railroad, connecting at Chatham with train for Lebanon Springs. Sleeping-cars attached at Albany.

6 P. M. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. This train runs on Sundays.

10:30 P. M. via Hudson River Railroad; with sleeping-cars attached, connecting at Albany and Troy with morning trains for North and West.

WM. H. VANDERBILT, Vice-President.

CHEAP AND PLEASANT SUMMER TRAVEL.

RARITAN AND DELAWARE BAY RAILROAD.
NEW-YORK TO CAMDEN,

from Pier 3, N. R., daily, at 10:45 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton; and 4:15 P. M., for Highlands, Middletown, Red Bank, Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squampum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.

The splendid steamer JESSE HOYT will leave as above daily, at 10:45 A. M., for Camden direct, through in five hours. Fare, $2. Excursion tickets, good for 3 days, $3.

From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.

Tickets can be procured at all the offices of Westcott's Express, and baggage checked from residence to any hotel in Long Branch.

LONG BRANCH AND SEA SHORE RAILROAD.

New Line Between New-York and Long Branch.

The new and fast steamer NEVERSINK leaves pier foot Barclay-st. at 10:30 A. M. and 4:15 P. M.

Returning, the line leaves Long Branch at 7:20 A. M. and 1 P. M.

This line runs along the ocean beach, in sight of the breakers, and offers one of the most delightful excursions in the vicinity of New-York.

PERTH AMBOY & WOODBRIDGE R. R.

From foot of Cortlandt-st., New-York 7 and 10.

Leave New-York for Perth Amboy and Woodbridge—7 and 10 A. M., 2, 4:10 and 5:40 P. M.

Leave Amboy—7:10, 8:45 A. M., 12 M., 3:55, 6:05 P. M.

Leave Woodbridge—7:25, 8:55 A. M., 12:15, 4:10, 6:20 P. M.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., via Pavonia Ferry:

7:00 A. M.—Day Express, for Canandaigua, Rochester, Buffalo, Salamanca and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.

8:30 A. M.—Milk and Way Train, daily, for Otisville.

10:00 A. M.—Express Mail, for Buffalo, connecting with Lake Shore Railway.

4:00 P. M.—Way Train, for Port Jervis and Newburgh.

5:00 P. M.—Night Express for Canandaigua, Rochester, Buffalo, Salamanca and West.

6:00 P. M.—Lightning Express, Daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk and West; connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.

8:00 P. M.—Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and West.

HUGH RIDDLE, General Superintendent.
WM. R. BARR, Gen'l Pass. Agent, N. York.

NEW-YORK AND FLUSHING RAILROAD.—On and after May 24, 1865, Trains will run as follows: Leave Flushing at 5:40, 6:50, 8, 9, and 11 A. M., 1, 3:30, 5, 6, 7 and 8 P. M. On Sunday, 8 and 10 A. M.; 3 and 6 P. M. On Tuesday and Saturday nights at 11 P. M. Leave Hunter's Point at 6:10, 7:20, 8:30, 9:30 and 11:30 A. M., 2:30, 4:30, 5:30, 6:30, 7:30 and 8:30 P. M. On Sunday at 9:20 and 10:40 A. M.; 3:45 and 6:45 P. M.; leave Flushing at 8 and 10 A. M. and 3 and 6 P. M. On Tuesday and Saturday nights at 12:10 A. M.

L. C. VOORHEES, Superintendent.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 5 A. M., 9:15 A. M., 1:15 P. M., 4:22 P. M. and 6:25 P. M. On Saturdays, 11:15 P. M. The 9:15 and 4:22 run through to Monsey. THOS. W. DEMAREST, Superintendent.

EXCURSIONS.

DAILY EXCURSIONS DOWN THE BAY.

Delightful Summer excursions by the favorite steamer JESSE HOYT, daily, (Sundays excepted,) from Pier No. 3 N. R., at 10:45 A. M., embracing a splendid sail through the Narrows and Lower Bay, past Forts Lafayette and Hamilton, &c., to Port Monmouth, and returning to New-York at 2:30 P. M. Fare for round trip, 50 cents. Children under ten years of age, half price.

NEW PUBLICATIONS.

RUSKIN'S NEW WORK.
JOHN WILEY & SON
WILL PUBLISH SHORTLY
THE KING'S TREASURIES AND QUEEN'S GARDENS.
By JOHN RUSKIN. 1 vol., 12mo, cloth, $1.
ALSO,

New editions, on fine tinted paper, of RUSKIN'S MODERN PAINTERS, 5 vols., 12mo, cloth extra.

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RUSKIN'S MISCELLANEOUS WORKS, 5 vols., 12mo, cloth extra.

MATRIMONY—WHY EVERY MAN SHOULD marry. Why every woman should marry. All may marry. To know, read "Illustrated Marriage Guide and Medical Adviser," by WM. EARL, M. D., 240 pp.; mailed everywhere, in sealed envelope, for 30 cents. Address No. 12 White-st., New-York.

ON MARRIAGE AND CELIBACY—A PHYSIOLOGICAL and Medical Essay, of great value to persons of feeble health. Just published, and sent by mail in sealed letter envelopes, free of charge. Address Dr. J. SKILLIN HOUGHTON, Howard Association, No. 2 South 9th-st., Philadelphia, Penn.

AMUSEMENTS.

BARNUM'S MUSEUM,
AT
WINTER GARDEN,
No. 667 Broadway, opposite Bond-st.
AFTERNOON at 3; EVENING at 7¾.
The Sensational Pantomimic Ballet of the
MIDNIGHT ASSAULT;
Or, THE ITALIAN BRIGANDS,
with interesting and exciting
ILLUMINATED TABLEAUX.

TONY DENIER, MR. C. K. FOX, MONS. BAPTISTINE, LEON CHENAT, MASTER TIMOTHY, MLLE. AURIOL, MISS E. SHELL, appear, together with the

FULL AND EFFICIENT CORPS DE BALLET.
GRAND DIVERTISSEMENT,
NICOLO TROUPE UPON THE MAGIC LADDERS,
YOUNG NICOLO, THE CHILD WONDER,
On the PERILOUS FLYING TRAPEZE.
PAS DE DEUX, FANCY AND COMIC DANCES,

by Mlle. Auriol, Mons. Baptistine, Miss E. Shell, Leon Chenat and Master Timothy.

W. B. HARRISON, Comic and Extemporaneous Singer.

Miss CARRIE A. MOORE, the accomplished LADY SKATER, in her graceful exhibition.

To conclude with the Laughable Comic Pantomime of
LOVE AMONGST THE BONNETS,
THE GREAT LIVING CURIOSITIES,
MAMMOTH FAT WOMAN, Weighing 660 Pounds.
NOVA SCOTIA GIANT GIRL, over 8 feet high.
THE CIRCASSIAN FAMILY,
DOORS OPEN AT 2 O'CLOCK.

Admission 30 cents; Children, under ten, 15 cents; Parquet and Balcony, 60 cents.

DONATIONS OF CURIOSITIES TO THE NEW MUSEUM received at CHINESE BUILDINGS, Nos. 539 and 541 Broadway.

BROADWAY THEATRE.

Most Positively the
LAST THREE NIGHTS
of the young and fascinating comedienne,
MISS KATE REIGNOLDS.
FOURTH TIME
in this country of an entirely
NEW PROTEAN COMEDY,
in four acts, in which Miss Reignolds will assume
Four Distinct Characters.
Four Distinct Characters.
THURSDAY EVENING, Aug. 10,
and till further notice,
PICCOLINO.

Marie, an orphan.......... } Miss Kate Reignolds.
Piccolino, an image vender.......... }
The Statue of Diana.......... }
Piccolina, a happy bride.......... }

FRIDAY—Farewell benefit of Miss Kate Reignolds.
SATURDAY—Last Matinee of the Season.

GRAND HOP
AT THE MANSION HOUSE,
LONG BRANCH,
TUESDAY EVENING, Aug. 15, 1865.

MEETINGS.

HEADQUARTERS EXCURSION BATTALION, COMPANIES B AND H, 71ST REGIMENT N. G. S. N. Y., NEW-YORK, Aug. 9, 1865.

THE MEMBERS OF THE BATTALION, and all members of the regiment who expect to accompany it to Boston on the 15th inst., are hereby ordered to appear at the armory of Company B, corner of University-place and 13th-st., on FRIDAY EVENING, the 11th inst., in full fatigue, (white belts and knapsacks, overcoats rolled,) for inspection.

It is of the utmost importance that every man should be present at the time and in the uniform above ordered.

A. M. UNDERHILL,
Captain Commanding Battalion.

TWENTY-SECOND WARD—THIRTEENTH ASSEMBLY DISTRICT.—The Union Association of the Twenty-second Ward will meet on THURSDAY EVENING, Aug. 10, at Washington Hall, No. 683 8th-av., at 8 o'clock.

WM. ALLEN, President.
ROBERT PATERSON, Secretary.

MEDICAL.

CANCER.

Consult Dr. J. C. DIXON, No. 726 Broadway, New-York. Cancers removed without pain, use of knife, loss of blood, caustic or zinc burning, and without injuring the sound parts.

THOUSANDS ARE TIMELY SAVED BY Dr. KENNEDY'S skillful and improved treatment.—Private diseases cured in the shortest possible time by Dr. KENNEDY & CO., No. 195 Elm-st., New-York, without the use of mercury, loss of time or change of diet. Dr. KENNEDY, from the hospitals of London, Paris and Edinburgh, is the discoverer of the only certain and reliable remedies for diseases of a private character. In 28 years' practice he has cured more cases of Secret Diseases and Wrong Treatment than all others combined. I can and will cure you in less time and at less expense than any other can or will, and those who have been robbed of their money and health, call; it will take but little money and time to restore you. If you have been unfortunate, call at once. By his special experience in this much neglected branch of medical science, he is enabled to guarantee a cure in the most complicated cases. Recent cases of Gonorrhœa or Syphilis cured in a few days, without change of diet or hindrance from business. Secondary Syphilis—the last vestige eradicated without the use of Mercury. Involuntary emissions stopped in a short time. Sufferers from Impotency, or loss of sexual power, restored to full vigor in a few weeks, permanently and speedily cured by a new treatment. Persons at a distance failing to receive prompt treatment elsewhere, may get a permanent cure effected by writing a full diagnosis of their case, addressed to Dr. KENNEDY, No. 195 Elm-st. Call, send or write.

A. M. MAURICEAU, PROFESSOR OF midwifery and operating surgeon, having over thirty years' successful practice in this city, guarantees a safe and immediate removal of all special irregularities and obstructions in females, without pain or exposure, with or without medicine. Can be consulted with the utmost confidence at his private office, No. 129 Liberty-st., New-York, or by mail.

Dr. A. M. Mauriceau is the author of "The Married Woman's Private Medical Companion," strictly intended for those whose health and circumstances forbid a too rapid increase of family; a perusal of which will convince tany lady of his thorough knowledge of her complaints. Every lady who has it is secure from danger and imposition. Price $1. Sold at his office No. 129 Liberty-st., or sent by mail, by addressing Box No. 1,224 New-York City. Sold also at No. 1 Vesey-st., New-York; in Boston, No. 13 Court-st.

PRIVATE SURGICAL HOSPITAL—UNDER the exclusive care of EDWARD H. DIXON, M. D., editor of the *Scalpel*, for the treatment of diseases of the pelvic viscera, hemorrhoids, fistula, stricture of the urethra, varicocele, paralysis of the bladder, calculus, diseases of the uterus and ovaria, and anticipated difficult parturition. The hospital is very central, being but three squares from Dr. D.'s residence. The rooms are spacious, and each one has an adjoining small one for an attendant; a single relative will be accommodated if desired, and the reference be satisfactory. During the past fourteen years more than 3,000 cases of surgical affections have been treated. For terms, apply to Dr. D.'s residence, No. 42 5th-av., between 1 and 3 daily, or by letter, Box No. 3,121.

AFFLICTED RESTORED—IGNORANCE EXPOSED—FALLACIES UNMASKED.—Highly important to both sexes, married or single, in health or disease. Dr. LARMONT'S Paris, London and New-York Medical Adviser and Marriage Guide. 80th edition, 400 pages, nearly 100 anatomical illustrations—upon debility, affections of the bladder and kidneys, sexual diseases, European hospital practice, the author's unequaled Paris and London treatment, &c. All should purchase this original work of the American News Company, No. 121 Nassau-st., or the publisher, E. WARNER, No. 1 Vesey-st., for $1, or consult the doctor, No. 173 Broadway, up stairs, New-York, from 9 A. M. to 4 P. M. "We concur with other papers in recommending Dr. Larmont and his work."—*Courier des Etats Unis, German die Reform, Dispatch, Staats Zeitung, Atlas, Medical Review.*

MANHOOD AND THE VIGOR OF YOUTH regained in three days by Dr. POWERS' ESSENCE OF LIFE. This wonderful agent restores manhood to the most shattered constitutions, radically curing Seminal Weakness, Sexual Debility, and Impediments to Marriage generally; Nervousness, Mental and Physical Incapacity, resulting from self-abuse, &c. The time required to cure the most inveterate case is one week. Failure is impossible. This life-restoring remedy should be taken by all about to marry, as its effects are permanent. Young man, are you subject to that soul and body destroying disease, secret habits? Dr. POWERS' Invigorating Essence is a never-failing cure. Sold by WALTER POWERS, M. D. No. 195 Elm-st. New-York.

ADVICE TO MARRIED LADIES, WHO require a safe and certain remedy for removing obstructions, from whatever cause. Can rely upon the celebrated INFALLIBLE FRENCH FEMALE MONTHLY PILLS. No. 1, price $1 a box, to restore the monthly sickness in forty-eight hours, if of short standing; but obstinate cases, of long standing, may require No. 2, which are four degrees stronger than No. 1, and can never fail, are safe and healthy; price $5 a box. Sold at the principal office, No. 162 Chambers-st.; also at the druggist's, No. 152 Greenwich-st.; or sent by mail, with full instructions. Address Box No. 2,359 N. Y. P. O.

A PHYSIOLOGICAL VIEW OF MARRIAGE—Containing nearly 300 pages and 150 fine plates and engravings of the anatomy of the sexual organs, in a state of health and disease, with a treatise on self-abuse, its deplorable consequences upon the mind and body, with the author's plan of treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser of the married and those contemplating marriage, who entertain doubts of their physical condition. Sent, free of postage, to any address on receipt of 25 cents, in specie or postage stamps. Address Dr. LA CROIX, No. 31 Maiden-lane, Albany, N. Y.

DR. POWERS' PERIODICAL DROPS are designed for both married and single ladies, and are the very best thing known for the purpose, as they will bring on the monthly sickness in case of obstruction from any cause, and after all other remedies of the kind have been tried in vain. Expressly for obstinate cases. Warranted as represented in every respect, or the price will be refunded. Beware of imitations! Purchased directly of Dr. POWERS, No. 195 Elm-st., New-York.

DR. HUNTER'S BOTANIC CORDIAL restores the vigor of youth in four days. Gives health, strength and vigor to the most shattered system. $1 a bottle. No. 3 Division-st., New-York, the only place. Established in 1834.

MANY THOUSANDS ARE RUINED BEYOND REDEMPTION in this life by not calling on Dr. HUNTER sooner or later. He can cure the worst cases of secret disease in a shorter time than any other physician, or no pay taken. Skeptics and doubters will please call and read lists of reliable certificates of cures made within the last thirty years of almost hopeless cases, that had had the benefit of dozens of our most eminent physicians and surgeons. Dr. Hunter is in constant attendance from 8 in the morning till 9 at night, at his old office, No. 3 Division-st., New-York City, since 1834. Charges moderate, and a cure guaranteed. Separate rooms, so that the patient sees no one but the Doctor himself. His wonderful medical discovery, DR. HUNTER'S RED DROP, cures private diseases when regular treatment and all other remedies fail; cures without dieting or restriction in the habits of the patient; cures without the disgusting and sickening effects of all other remedies; cures in new cases in less than six hours; cures without the dreadful consequent effects of mercury, and possesses the peculiarly valuable property of annihilating the rank and poisonous taint that the blood is sure to absorb unless his remedy is used. This is what he claims for it, and what no other will accomplish. $2 per vial. Book, 50 pages, gratis, on nervous debility, causes of impotency, marasmus, &c.

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COLTON DENTAL ASSOCIATION ORIGINATED the use of Nitrous Oxide for extracting teeth, and have never had an accident with it. All who have experienced or witnessed its operations declare it to be the only reliable and perfectly safe mode for extracting teeth without pain. We use only gas that is made fresh every day and it never fails. Office 19 Cooper Institute.

1,000 TESTIMONIALS.—DR. VAN VLECK, No. 175 8th-av., administers nitrous oxide gas, made fresh every day, and extracts teeth without pain, or no charge. Unusual inducements to those ordering teeth now.

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NIBLO'S GARDEN.

Commences at 8..........Concludes at 10:40.
Lessee and Manager..........WM. WHEATLEY.
THE COOLEST THEATRE IN THE CITY.
ARRAH NA POGUE.
THE GREATEST SUCCESS OF THE SEASON.
HOUSE THRONGED NIGHTLY
TO OVERFLOWING.

THURSDAY EVENING, Aug. 10,
AND EVERY EVENING,
after the most careful preparation, will be presented, for the
TWENTY-SIXTH TIME IN AMERICA,
a grand spectacular drama, in three acts, by Mr. Dion Boucicault and E. H. House, Esq., entitled
ARRAH NA POGUE;
OR, THE WICKLOW WEDDING,
the sole right for the production of which has been purchased for New-York by Wm. Wheatley.
THE CAST ESPECIALLY SELECTED.
Mr. J. H. GLENNY as SHAUN THE POST.
Miss JOSEPHINE ORTON as ARRAH MEELISH.

The other important characters sustained by Mr. J. G. Burnett, W. E. Sheridan, J. W. Blaisdell, W. H. Norton, E. B. Holmes, Chas. Peters, W. Scallan, W. Jamieson, Charles T. Parsloe, Jr., W. H. Danvers, Misses Maria Maeder, Mary Wells, &c.

THE GRAND SCENIC EFFECTS,
ELEGANT AND CHARACTERISTIC COSTUMES,
PROPERTIES AND APPOINTMENTS,
MECHANICAL CONTRIVANCES,
ORIGINAL MUSIC,
ALL ENTIRELY NEW.

At the request of many friends, and believing that it will be gratifying to a large number of his patrons, the Manager has resolved to give a

GRAND MATINEE
of
the most successful Drama of the day,
ARRAH-NA-POGUE,
on SATURDAY AFTERNOON next, Aug. 12, commencing at 1 o'clock.

Seats secured six days in advance.

WALLACK'S.

FOURTH WEEK OF THE POPULAR
YOUNG IRISH COMEDIAN,
MR. DAN BRYANT,
whose success during the past three weeks is unparalleled in the history of the stage.
THURSDAY EVENING, Aug. 10, 1865,
will be performed Mr. Dion Boucicault's *chef d'œuvre*,
THE COLLEEN BAWN;
OR,
THE BRIDES OF GARRYOWEN,
with beautiful scenery by Isherwood, and the following magnificent distribution of characters:
Myles-na-Coppalen, with song, "Limerick is Beautiful,"
MR. DAN BRYANT.

Danny Mann..........Mr. W. R. Floyd
Father Tom..........Mr. Chas. Fisher
Corrigan..........Mr. John Nunan
Hardress Cregan..........Mr. J. E. Whiting
Kyrle Daly..........Mr. Williamson
Eily O'Connor, with songs, "The Cruiskeen Lawn," and "A Pretty Girl Milking her Cow"...Miss Ione Burke
Mrs. Cregan..........Mrs. Farren
Anne Chute, the "Colleen Ruadh"..........Mrs. Jennings
Shelah Mann..........Mrs. John Sefton

GERMAN LIEDERKRANZ.

The second SUMMER-NIGHT'S FESTIVAL of this society will take place at JONES' WOOD, THURSDAY, AUG. 10.

Tickets, at one dollar each, admitting one gentleman and ladies, are to be obtained of members only, and are not transferable. GEORGE NEMBACH, Secretary.

THE TURF.

SARATOGA ASSOCIATION.

THE SECOND ANNUAL
RACING MEETING,
commencing MONDAY, Aug. 7,
and continuing the five following days.

FOURTH DAY, THURSDAY, AUG. 10.

FIRST RACE—Purse of $300, selling race, dash of one and a half miles, for all ages; the winner to be sold at auction immediately after the race.

SECOND RACE—Purse of $1,000, for all ages; three mile heats.

FIFTH DAY, FRIDAY, AUG. 11.

FIRST RACE—Sweepstakes of $50 each, p. p., $750 added for three-year olds, dash of two miles; winner of the Derby or Travers Stakes 5 pounds extra, but penalties not to accumulate. Closed with fourteen entries.

SECOND RACE—Purse of $400, mile heats, for beaten horses.

SIXTH DAY, SATURDAY, AUG. 12.

FIRST RACE—Hurdle race, purse of $500, dash of two miles, over hurdles 3 feet 6 inches high, four in each mile.

SECOND RACE—Purse of $1,000, for all ages; dash of four miles.

THIRD RACE—Purse of $500, for two-year olds; one mile; winner of the Saratoga Stakes 5 pounds extra.

W. R. TRAVERS, President.
C. WHEATLEY, Secretary.

MUSICAL.

THE WEBER PIANO-FORTE

is called the best instrument made by all the leading musicians of this city and elsewhere. It is pronounced by the National Piano-forte Association, after a trial in their rooms with the first manufacturers of this country, eminently the *best piano in America*, and used by the Conservatory of Music and other high music schools, altogether because of their immense power, equality, sweetness and brilliancy of tone, elastic touch and great durability.

Warerooms No. 429 Broome-st., near Broadway.

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GOLD MEDAL GRAND AND SQUARE PIANOS are now considered the best in Europe as well as this country, having received the first Prize Medal at the World's Exhibition in London, 1862.

The principal reason why the Steinway Pianos are superior to all others is, that the firm is composed of five practical piano-forte makers, (father and four sons,) who invent all their own improvements, and under whose personal supervision every part of the instrument is manufactured. Warerooms Nos. 71 and 73 East 14th-st., between Union-square and Irving-place, New-York.

HAZELTON BROTHERS.

OVERSTRUNG GRAND AND SQUARE PIANO-FORTE MANUFACTURERS,
No. 99 Prince-st., a few doors west of Broadway, N. Y.

These pianos have always received the first premium wherever they have been exhibited. A written guarantee for five years accompany each piano.

THE PELOUBET ORGANS AND HARMONIUMS, with their smooth, pipe-like quality of tone and greatly superior pedals, are confidently offered as the best of their class, and the closest examination solicited.

Three Banks keys and pedals, No. 1..........$600
Two Banks keys and pedals, No. 2, $475, No. 3..........375
One Bank keys and pedals, No. 4, $300, No. 5..........225
Double reed, superior 5-octave, $150 and $180; 4-oct 125
Single reed, 5-octave, $120 and $150; 4-octave..........100

Send for a circular to the general depot. Address J. M. PELTON, No. 841 Broadway, New-York.

CAUTION.—Though of similar appearance, these instruments must not be confounded with the so-called "Cabinet Organs," the harsh tones of which are carefully avoided.

UNITED PIANO-FORTE MAKERS,

No. 34 Walker-st., New-York.

Our company being composed entirely of superior workmen, we are enabled to produce a more perfect Piano-forte than any other house.

Every instrument guaranteed for five years.

THE HORACE WATERS GRAND SQUARE and upright Pianos, Melodeons, Harmoniums and Cabinet-Organs, wholesale and retail, at reduced prices. To let, and rent allowed if purchased. Monthly payments received for the same. Second-hand pianos at bargains from $60 to $225. Factory and warerooms, No. 481 Broadway. Cash paid for second-hand pianos.

LESSONS ON THE PIANO, SINGING AND French language by an experienced teacher, from the Conservatoire de Music, (Paris); thorough and systematic instructions guaranteed; terms $15 per quarter; 24 lessons. Address H. P., Box No. 165 *Times* Office.

FOR SALE—ONE OF MASON & HAMLIN'S cabinet organs, with black walnut case; has two banks of keys; it is in perfect order, having been in use but a month or two; will be sold cheap. Address Box No. 1,470 Post-office.

A GREAT REDUCTION IN PIANOS.—G. & H. BARMORE, warerooms No. 348 Bleecker-st.; splendid assortment; warranted 5 years; 17 prize medals awarded; pronounced unrivaled by the best judges.

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Manufactory and Warerooms,
No. 107 East 12th-st., New-York.

ESTEY'S COTTAGE ORGANS AND MELODEONS, with improvements rendering them superior to all others. Also, pianos at bargains.

G. G. SAXE, No. 37 Park-row, New-York.

S. J. CHAMBERS' FIRST-CLASS PIANOS.—Warranted in every respect.

No. 739 Broadway, New-York.

CUMMINGS & JENNYS, NO. 726 BROADWAY. Piano Fortes at wholesale and retail. Pianos very low for cash.

WANTED—A SITUATION TO SING IN SOME church, soprano, by a lady of respectability and great experience in church music in Boston and other cities. Address Mrs. E. W. M., care S. C. Coe, Esq., Buffalo, N. Y.

DRY GOODS.

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OFFER TO WHOLESALE BUYERS
a full assortment of
WITNEY, GLENDALE AND ONECO BLANKETS,
(Union and all wool,)
THE
CELEBRATED ROB ROY FLANNELS,
and all desirable makes of
PLAIN AND TWILLED FLANNELS.
All favorite brands of
COTTON SHIRTING AND SHEETINGS,
DRILLS, TICKS,
DENIMS, STRIPES,
CHECKS, COTTONADES, &c.
All well-known brands of
DOMESTIC PRINTS.
ALSO,
a large and well-selected stock of
BROADCLOTHS,
COATINGS,
CASSIMERES,
VESTINGS, &c.,
suitable for clothiers' and fashionable tailors' trade, which will be sold at the
LOWEST MARKET PRICES.
A. T. STEWART & CO.,
Broadway, Chambers and Reade sts.

DAMAGED GOODS AT GREAT BARGAINS.

JUST RECEIVED,
FINE FRENCH MERINOS,
Very slightly stained, at 75c., 80c., 90c. and $1 per yard, worth double.
REAL PARIS EMPRESS CLOTHS, (all wool,)
Very slightly damaged, at 80c. to $1 25, worth double.
FINE FRENCH POPLINS, ALL COLORS,
At 60c., 65c., 70c. and 75c. per yard.
Also,
10 BALES and CASES of FINE WOOLEN BLANKETS,
a portion of which are
SOILED AND DAMAGED,
and which we offer as low as $8 per pair.
Also,
DAMAGED QUILTS AND COUNTERPANES.
Also,
DAMAGED JACONET, NAINSOOK AND BOOK MUSLIN.

We call the special attention of our customers to the above bargains.

W. K. PEYTON,
Nos. 272 and 274 Bowery, near Houston-st.

BEADS BEADS!! BEADS!!!
AND FANCY GOODS.
M. P. BROWN, Importer,
No. 186 Pearl-st., New-York.

QUARANTINE ABUSES.

Regular Meeting of the Ship-Owner's Association of New-York.

Important Report on the Abuses Existing Under the Present Quarantine Laws.

The regular quarterly meeting of the Shipowners' Association of the City of New-York, was held yesterday afternoon, at the rooms of the Chamber of Commerce, Mr. J. H. Frothingham, President of the association, in the chair.

The minutes of the last meeting were read and approved, as were those of the Executive Committee. The Arbitration Committee failed to report. The Special Committee on Quarantine were called upon for their report. Mr. Brett presented a lengthy report upon the abuses existing in the administration of the quarantine laws, and the mode of enforcing quarantine upon vessels from foreign ports. We present the report entire:

To the Shipowners Association of New-York:

Your committee, to whom was referred matters pertaining to abuses perpetrated upon the shipping interest under existing quarantine regulation, beg leave respectfully to report, that upon an examination of the laws relative to quarantine they find themselves utterly powerless to effect any modifications other than by a radical change of the laws themselves, and a substitution of a more reasonable and equitable code.

At present the Health Officer of the Port of New-York is clothed with more unrestricted power than the President of the United States, the Governor of the State of New-York, or any other Federal or State official; being without responsibility to any individual or corporate body, as will appear from a few extracts from the law hereto annexed.

Sec. 4. The Board of Health, or the Mayor and Commissioners of Health of the City of New-York, or the Board of Health of Brooklyn, *or the Health Officer of the Port of New-York*, whenever in their *or his* judgment the public health shall require, may order any vessels at the wharves of the city, or in their vicinity, to the quarantine ground or some other place of safety, and may require all persons, articles or things introduced into the city from such vessel, to be seized, returned on board thereof, or removed to the quarantine or other place of safety. If the master, owner, or consignee of the vessel cannot be found, or shall neglect or refuse to obey the order of removal, the said Board of Health or Mayor and Commissioners of Health, or *Health Officer*, shall have power to employ such assistance as may be necessary to effect such removal, at the expense of such master, owner or consignee; and such vessel or person shall not return to the city without a written permission of the said Board of Health, or Mayor and Commissioners of Health, or Health Officer. Whenever any person shall have been employed, as above provided, to remove any vessel, or to remove any article or thing introduced into the city from such vessel, and shall, in pursuance of such employment, effect such removal, he shall have a lien on such vessel, her tackle, apparel and furniture, for his services and expenses in effecting such removal. (1857, ch. 412, section 1.)

Sec. 5. Whenever the said *Health Officer*, in the performance of the duties, and in the execution of the powers imposed and conferred upon him by law, or by any regulation or ordinance made in pursuance of any statute of this State, shall order or direct the master, owner, or consignee of any vessel under quarantine to remove such vessel from her anchorage, or to *do any act or thing*, or comply with any regulation relative to said vessel, or to *any person or thing* on board thereof, or which shall have been brought to said port therein, and said master, owner or consignee shall neglect or refuse to comply with such order or direction, the said *Health Officer* shall have power to employ such persons and assistance as may be necessary to carry out and enforce such order or direction, and the persons so employed shall have a lien on such vessel, her tackle, apparel and furniture, for their services and expenses. (Same ch., section 2.)

Sec. 7. The Health Officer of the port of New-York shall have power at all times to call upon any of the police force of the district, to a number not exceeding ten, to aid him upon any necessary emergency, in inforcing the powers and duties conferred upon his office by law, and it shall thereupon become the duty of any such member of the police force, so called upon, to obey him. But such service shall not continue longer than twenty-four hours. (1857, ch. 509, § 19.)

Sec. 22. No lighter shall be employed to load or unload vessels at Quarantine without permission of the Health Officer, and subject to such restrictions and regulations as he shall impose.

Sec. 7. The Health Officer may appoint an assistant, for whose conduct he shall be responsible, and who may perform all the duties required of the Health Officer.

When we take into consideration the fact, that the more onerous the burden can be made to the shipping interest the greater the pecuniary benefit accruing to the Health Officer, and further that the incumbent of the office has of late years been chosen, not for his peculiar adaptness for the position, so much as for his subserviency to political party and proficiency in political wire-pulling, the result can easily be forseen.

The particular case to which the attention of the association was called at its last meeting, was of a vessel from Cow Bay, Cape Breton Island, coming through Long Island Sound with a cargo of coal, which cargo was discharged at the foot of Twenty-first street, East River. The Captain was informed by the pilot that his instructions were to bring all vessels approaching the city via Long Island Sound to the Quarantine anchorage at Staten Island, for inspection, &c. As this requirement had not been made by any previous Health Officer, (the predecessors of the present incumbent having been satisfied with collecting the fees, $6 50, which are paid on entering the vessel at the Custom-house, without troubling themselves about the health of those on board,) led to a correspondence on the subject which is herewith submitted.

It will be observed that the law, an extract from which is here inserted,

Sec. 2. Vessels arriving at the port of New-York shall be subject to quarantine as follows: 1. All vessels from any place where pestilential, contagious or infectious disease existed at the time of their departure, or which shall have arrived at any such place, and proceeded thence to New-York, or on board of which, during the voyage any case of such disease shall have occurred, arriving between the first day of April and the first day of November, shall remain at quarantine for at least thirty days after their arrival, and at least twenty days after their cargo shall have been discharged, and shall perform such further quarantine as the Mayor and Commissioners of Health may prescribe, *unless the Health Officer*, with the approval of the Mayor or Commissioners of Health, shall sooner grant a permit for said vessel or cargo, or both to proceed. 2. All vessels from any place (including islands) in Asia, Africa, or the Mediterranean, or from any of the West Indies, Bahama, Bermuda or Western Islands, or from any place in America, *in the ordinary passage from which they pass south of Cape Henlopen*, and all vessels on board of which, during the voyage, or while at the port of their departure, any person shall have been sick, arriving between the first day of April and the first day of November, and all vessels from a foreign port, not embraced in the first subdivision of this section, shall, on their arrival at the quarantine ground, be subject to visitation by the Health Officer, but shall not be detained beyond the time requisite for due examination and observation, unless they shall have had on board during the voyage some case of infectious, contagious or pestilential disease, in which case they shall be subject to such quarantine and regulations as the Health Officer may prescribe.

is so covertly framed, as to lead the uninitiated to suppose that vessels which in their ordinary passage do not pass south of Cape Henlopen would not be subject to quarantine; but a little clause has been inserted at the close of the second subdivision which covers the whole ground, and by which *all* vessels from *any* foreign port are subject to the dictation of the Health Officer, and under which vessels bringing cargoes of coal, guano, and even salt are subject to quarantine.

The particular object of the enforcement of this law will be apparent from the fact that *ten dollars* for a special visit is charged, beside the regular fee of six dollars and a half.

Now, as will appear by a note from Mr. C. B. Swain, herewith submitted, that *he alone* received from *only one port* in Cape Breton Islands, during the year 1864, cargoes by 323 vessels amounting to 100,730 tons of coal; and as the Manhattan Gas Light Company have contracted for 100,000 tons from *only one mine* from that *one place* for the present year, and when we take into consideration the immense number of vessels arriving from the innumerable ports lying between the St. Croix River and the mouth of the St. Lawrence, every one of which is subjected to the same tax, the extent of this enormous exaction can hardly be conceived. The expense on the 323 vessels above alluded to, allowing but $15 for towage each way, and calculating an average of only $100 each for two days' detention, which is a very small estimate, would have amounted to no less than $41,990, for which there *is a shadow of law*, and to avoid which these vessels would now be required to pay $10 each, for special visit, amounting to $3,230, for which there *is no* shadow of law; but which amount passes directly into the pockets of the employés of the Health Officer, and this is beside the regular fee of $6 50 for each vessel, amounting to $2,099 50. It will be remembered that these calculations refer to vessels from *only one mine*, and that from a perfectly healthy locality, where no contagious or infectious disease has ever been known to exist.

The number of arrivals of vessels from foreign ports during the year 1864 was 4,775, as follows:

First quarter 1864, United States vessels	232
First quarter 1864, foreign vessels	695
Second quarter 1864, United States vessels	488
Second quarter 1864, foreign vessels	1,076
Third quarter 1864, United States vessels	486
Third quarter 1864, foreign vessels	788
Fourth quarter 1864, United States vessels	362
Fourth quarter 1864, foreign vessels	648
Total	4,775

The quarantine from this source alone amounted to $31,037 50, and it is presumed that the fees derived from vessels arriving coastwise form a still greater aggregate.

During the Summer of 1858, under the *regime* of Dr. R. H. Thompson, the extortion practiced, under cover of quarantine regulations, had become so intolerable as to call forth loud and repeated remonstrance on the part of the mercantile community.

In the daily papers published in this city during September of that year, we find frequent and lengthy articles upon the subject, detailing the various methods of extortion, with numerous affidavits in reference to the master; many of the exorbitant bills were published at length, of which we here give only one specimen. This was for services rendered by steamboat *Cinderella*, owned and controlled by the Health Officer, and was the only steamboat allowed to communicate with the shipping at Quarantine. It was as follows, viz.:

Bark *Greenland* and owners to steamboat *Cinderella*, Dr.

1858.

July 6	Towing to Lower Bay	$60
7	Taking provisions and vegetables	10
9	Taking provisions and vegetables, and bringing up one dead body, and one man sick with yellow fever*	50
10	Taking water, provisions, &c.	10
12	Taking two casks water	10
14	Taking mate on board	10
15	Taking provisions and vegetables	10
16	Taking provisions and vegetables	10
17	Taking provisions and vegetables	10
19	Taking provisions and vegetables	5
20	Taking two casks water	5
21	Taking provisions, vegetables and five men	5
22	Taking provisions and water	5
23	Taking provisions, vegetables and mate	5
24	Taking provisions, vegetables and two casks water	10
26	Taking provisions and vegetables	5
27	Taking provisions and vegetables	2
28	Taking provisions and vegetables	1
29, 30 and 31	Taking provisions and vegetables	3
Aug. 1 and 2	Taking provisions, vegetables and boat down and six men up	6
3, 6 and 7	Taking provisions, vegetables and mate down and one man up	4
8 and 9	Taking provisions, vegetables and two casks water	3
10, 11 and 12	Taking provisions and vegetables	3
13	Towing from Lower Bay to Hunter's Point	40
	Total	$282

Quarantine, Aug. 13, 1858.
Received payment.

*The above charge was made for bringing up the Captain's dead wife, (who had died in the West Indies of yellow fever, and had been preserved in spirits,) and one sick man.

The other charges against the vessel while at Quarantine were:

Lighterage on 3,000 boxes sugar, at 40c	$1,200
Stevedore for discharging	450
Fumigating and landing sick	11

and other charges in the same proportion, making a total of $1,689, *besides storage*.

A petition was forwarded to Gov. King, praying that he would investigate the complaints, and, if possible, extend some relief, through the exercise of his official power; but to this respectful petition the Governor did not deign to reply.

The Chamber of Commerce considered the matter through a special committee composed of Messrs. Royal Phelps, N. L. McCready and William A. Bayley, who made a lengthy and very able report, upon the subject; but which failed to have any beneficial effect.

One of the editorials of that date referring to this subject, says, that, in no other part of the world, not even in Italy, the originator of quarantines, and the worst enemy of free commercial intercourse, are vessels carrying salt or coals subjected to quarantine and fumigation; and it is supposed that if a cargo of chloride of lime were to arrive from Turks Island or any of the West India Islands, the Health Officer would order it to be quarantined and fumigated.

After having run the gauntlet as hereinbefore described, the vessel being now freed from the rapacity of the quarantine officials, falls into the clutches of an appointee of the Mayor of New-York, who demands a fee of $3 for going on board the vessel, and $5 for sprinkling a few handsful of lime about the deck, cabin and hold, under the pretence of fumigation.

This claim has been resisted by many shipowners, on the ground, that having been subjected to one quarantine, they are not compelled to submit to a second; but the Mayor's appointee constantly annoys those who refuse to pay, with threats of law suits, and lawyers' letters.

The section of the law under which this outrage is perpetrated, as also resolutions passed by the Mayor and Commissioners of Health, May 20, 1858, are here inserted:

Section 16. The Mayor, by and with the advice and consent of the Board of Aldermen, may appoint an Inspector of Vessels, who shall, under the direction of the Mayor and the Commissioners of Health, or of the Board of Health, perform the duties required of him in this act, and shall be entitled to receive the following fees:

For each cargo inspected by him, under such directions, $3.

For each vessel cleansed and purified by him, under the like directions, $5.

Which fees shall be paid by the owner or consignee of the cargo inspected, or vessel cleansed and purified. (Same ch., § 13.)

The following resolutions were passed by the Mayor and Commissioners of Health, May 20, 1858:

Resolved, That the Inspector of Vessels be and he is hereby directed to personally inspect the cargo of every coastwise vessel not subject to quarantine, and the cargo of every vessel which shall consist in whole or in part of fruit, cotton, wool, rags, hemp, hides, skins, bones or horns, arriving at this port between the 1st day of April and the 1st day of November.

Resolved, That the Inspector of Vessels be and he is hereby directed to cleanse and purify such vessels, arriving at or being in the immediate vicinity of the wharves of the city, as the Mayor from time to time shall direct; and that he be and is hereby required to report to this board daily the condition of every vessel and cargo so cleansed and inspected by him.

Resolved, That each and every resolution, and all directions hitherto passed upon by this board, inconsistent with the foregoing resolutions, are hereby rescinded.

The Inspector claims the right to collect his fees from each vessel coming to the wharf at New-York, although directed by the resolutions to inspect only coastwise vessels not subject to quarantine, and vessels carrying specific cargoes.

One would think that we have now, at last, finished with fees pertaining to quarantine; but under the following section of the law,

Sec. 9. The master of any vessel released from Quarantine, and arriving at the City of New-York, shall, within twenty-four hours after such release, deliver the permit of the Health Officer at the office of the Mayor. (1856, ch. 147, § 6.)

the master of the vessel is directed to report at the office of the Mayor of New-York, the same law is made to apply to Brooklyn, and on such report being made at the latter office, $1 more is demanded for permit to approach the wharves of that city, which your committee believe to be without sanction of law, justice or honesty; but the amount being so small, has been generally submitted to, rather than take the trouble to resist the dishonorable exaction.

The only appeal from the orders or decisions of the Health Officer is to the Mayor and Commissioners of Health, which body is composed of the President of the Board of Aldermen, President of the Board of Assistant Aldermen, the Health Officer himself, the Resident Physician, the Health Commissioner and City Inspector. This association can readily imagine how much redress could be obtained from a board so constituted, the party from whose decision appeal is made being himself one of the judges.

That this association may be assured that the committee have not been mistaken in the facts, the section of the law, alluded to is here appended:

Sec. 25. Any person aggrieved by any decision, order or direction of the Health Officer, may appeal therefrom to the Mayor and Commissioners of the State of New-York, who shall constitute a Board of Appeal; the said board shall have power to affirm, reverse or modify the decision, order or direction appealed from, and the decision of said board thereon shall be final. (Same ch., § 22.)

Sec. 26. An appeal to the Board of Appeal must be made by serving upon the Health Officer a written notice of such appeal within twelve hours (Sundays excepted) after the appellant receives notice of the order, decision or direction complained of. Within twelve hours after the Health Officer receives such notice, (Sundays excepted,) he shall make a return in writing, including the facts on which his order, decision or direction was founded, to the Mayor, who shall immediately call a meeting of the Board of Appeal, and shall be President of said board; and said appeal shall be heard and decided within twenty-four hours thereafter, (Sundays excepted,) and until such decision is made, the order, decision or direction complained of, except it refer to the detention of a vessel, her cargo or passengers at quarantine, shall be suspended. (Same ch., § 23.)

Sec. 4. The President of the Board of Aldermen, the President of the Board of Assistant Alderman, Health Officer, the Resident Physician, the Health Commissioner, and City Inspector, shall be the Commissioners of Health. (Same ch., § 4.

The law of 1863 substitutes Commissioners of Quarantine for Commissioners of Health. This extract was taken from copy of the law furnished by the Health Officer.

The shipowners of New-York do not object to a most rigid quarantine in all cases where it may be necessary, especially if it should be properly conducted; but the miserable farce practiced at this port under pretence of preserving the health of this city, we do most earnestly protest against. Vessels are detained a long time at quarantine, under the most trifling pretexts, the cargoes discharged there at a very heavy and unnecessary expense, not to preserve the health of this metropolis, but for the benefit of individuals who fatten upon the life's-blood of the commerce to which this city is indebted for her preëminence in this Western hemisphere, while crews, passengers, baggage and even cargoes, have been permitted to come to our wharves and be distributed through our public thoroughfares.

In view of the foregoing facts, your committee would most respectfully recommend that counsel of first-class reputation be employed to prepare a draft of a law for the government of quarantine, which shall exempt from quarantine regulations all vessels which in their ordinary passage do not pass south of Cape Henlopen, and which shall not have had on board, during the passage, any infectious or contagious disease; also, all vessels laden wholly with salt, guano, coal, lumber or naval stores.

And, further, to have repealed the law appointing an inspector for vessels which have already been subjected to quarantine visitation, and to prevent the exaction of a fee by the Mayors of New-York or Brooklyn, or by any other person, for a permit to come to the wharves of either city. Also, requiring all lighterage, cooperage, loading and unloading of vessels and towage, to be subject to fair and open competition, subject to all necessary and proper restrictions for the preservation of the health of the port. Your committee would further suggest that the draft of the law shall provide that a member of this association and a member of the Chamber of Commerce shall be appointed as members of the Board of Commissioners of Health.

A draft of an equitable law having been thus prepared, your committee would further recommend that some suitable person be employed to represent the Ship Owners Association, at Albany, whose duty it shall be to provide that the whole matter, together with other grievances, resulting from the Pilot laws, Sailor's Boarding House Associations, and other causes, shall be properly brought before the State Legislature.

GUSTAVUS A. BRETT,
JAS. W. ELWELL,
MARCUS HUNTER, } Com. on Quarantine.

The report was adopted, and a committee appointed to draft a new law, to be submitted at the next quarterly meeting or at a special meeting to be called for that purpose.

The meeting then adjourned.

THE POLICE COURTS.

The Tombs—Before Justice Hogan.

OPERATIONS OF A YOUTHFUL BURGLAR.

Joseph Robertson, and an unknown man, entered the store of Mr. John H. Ketcham, No. 303 Washington-street, with the ostensible purpose of wishing to purchase butter. The stranger engaged Mr. Ketcham's attention in looking at the butter, and Robertson entered the office, where the safe was kept, under the pretence of getting a drink of ice-water. While there it is alleged that the young thief stole $432 from the safe, the door of which was unlocked. The confederates made their escape. Soon after Mr. Ketcham became aware that he had been duped by a brace of sharpers. He gave a description of the men to Capt. Brackett, of the Twenty-sixth Precinct, who detailed Officer Dunn to work up the case. The latter succeeded in arresting Robertson, but his confederate is still at large.

It is also alleged that $51 was stolen from Mr. John A. Willett, No. 310 Greenwich-street, on the 31st ult., by Robertson and his confederate, under similar circumstances. On that occasion the thieves pretended that they wanted to purchase flour, and while Mr. Willett was in the cellar with the confederate, Robertson rifled the money-drawer. He was arraigned before Justice Hogan, yesterday, and committed for trial on the above complaints. The accused says that he is a bar-tender, and lives at No. 196 Varick-street.

A SEAMAN CHARGED WITH ROBBERY.

Officer Reynolds, of the Twenty-seventh Precinct, arrested Andrew Scollin, a seaman, on a charge of stealing $3 from Joseph Harty. The latter alleges that Scollan seized him by the collar, struck him in the face with his fist, and then stole the money by force. Justice Hogan committed the accused for trial without bail.

ROBBED BY A COMPANION.

Patrick Welsh, 17 years of age, a bartender, living at No. 55 Mulberry-street, was arrested, yesterday, by Officer Garland, of the Sixth Precinct, on a charge of stealing $200 and a silver watch from Patrick O'Donnell, of No. 69 Peck-slip. The complainant alleges that he lay down to go to sleep in his own house, the prisoner being with him. He was awakened by feeling some one fumbling about his pockets, and on getting up saw Welsh running into the street. Justice Hogan committed Welsh for trial in default of bail.

EMBEZZLEMENT.

Officer Stillwell, of the Second Precinct, arrested Thomas Coleman, recently employed as porter by Mrs. C. Cochran, No. 112 William-street, on a charge of having embezzled $82 75 belonging to his employer, which he had collected from John J. Merritt, of No. 18 Beekman-street. Coleman pleaded guilty, and Justice Hogan committed him for trial in default of bail.

ARREST FOR AN OLD THEFT.

Officer Horgan, of the Second Precinct, arrested William H. Wild, on the complaint of Timothy Harrington, of No. 42 New-Bowery, who alleges that, on the 15th of July, 1864, Wild stole $150 worth of wearing apparel from him. Since the theft, Wild has been absent from the city. Justice Hogan committed him for trial in default of bail.

ARREST ON SUSPICION.

Officer Crittenden, of the Fourth Precinct, arrested George McKnight on suspicion of having stolen a quantity of clothing, which was in his possession. Yesterday Justice Hogan committed him for examination. The goods can be seen at the Fourth Precinct Station-house.

Jefferson Market—Before Justice Ledwith.

STEALING MONEY FROM A WOMAN.

James Quinn and Catharine Ryan were arrested by Officer Jones, of the Twenty-eighth Precinct, yesterday, on a charge of stealing $125 from Margaret Clancy, living at No. 38½ Downing-street, on the 8th inst. The complainant alleges that she entered the apartments of the accused for the purpose of paying them some money. She laid her pocket-book on a lounge, and in a few moments it was gone. As no other person had entered the room in the meantime, the complainant caused the arrest of the accused, and Justice Ledwith subsequently committed them for trial in default of bail.

Essex Market—Before Justice Mansfield.

BOARDING-HOUSE ROBBERY.

Officer Conners, of the Seventh Precinct, arrested Edward Ryan and John Mitchell on a charge of robbing Edward Sharkie, a seaman, who recently arrived from Europe. The complainant alleges that on the 25th of July, he met Ryan and Mitchell on the dock, who proposed to take him to a boarding house. He accompanied them to No. 29 Monroe-street, a sailor's boarding house, kept by Mrs. Churchill, where he remained for two or three days. He then visited some friends in Brooklyn. On returning to his boarding-house, he was seized at the head of the stairs by Ryan and Mitchell, and taken into a room where he was kept until the next night. At that time they compelled him to give up his clothing and other property, and afterwards beat him until he was almost insensible. He was then left in the room, his assailants locking the door after them. Escaping by means of a window Ryan again assaulted him, when he was rescued by Officer Conners, and both of the men were taken into custody. Yesterday Justice Mansfield committed them without bail.

Coroners' Inquests.

THE DISASTER ON THE STEAMBOAT ARROW.

The inquest on the body of Miss Mary E. Ericsson, one of the victims of the explosion on the steamboat *Arrow*, on Saturday last, has been postponed by Coroner Gover until Tuesday next, owing to the absence of important witnesses.

FATAL RESULT OF AN AFFRAY.

Coroner Gover held an inquest at the Fourth Ward Station-house yesterday afternoon, on the body of Bernard Gray, who died from the combined effects of delirium tremens and injuries received on Sunday morning last at the hands of John Graves. The deceased was a bartender in the porter-house of Edward J. Kelly, corner of New-Bowery and Madison-street. On Sunday morning he opened the saloon. Graves and several other men entered and called for drinks, which were served them. It is alleged that Graves threw a tumbler at Gray, cutting him severely in the neck. The latter was taken to the City Hospital, where he subsequently suffered from a severe attack of delirium tremens. He continued to grow worse, and died on Tuesday evening. The jury rendered a verdict that deceased came to his death by delirium tremens, superinduced by a blow from a tumbler in the hands of John Graves, on the 6th day of August, 1865. Deceased was a native of Ireland, and 22 years of age. Graves made his escape and is still at large.

FATAL ACCIDENT.

Mr. Daniel Miller, 69 years of age, of Oswego County, this State, was run over on Tuesday afternoon, at the foot of Gansevoort-street, by a runaway horse, and fatally injured. He was taken to the residence of his son, No. 309 West Sixteenth-street, where he died yesterday morning. Mr. Miller had come to this city to sell a cargo of lumber, and was making arrangements for its discharge when the accident occurred. The deceased was a widower, and leaves a large family of children. An inquest in the case will be held to-day.

The Explosion on the Steamer Arrow.

Tuesday, Aug. 8, 1865.

To the Editor of the New-York Times:

Will you be kind enough, for the benefit of humanity, to find out and inform the public for how long time the steamboat *Arrow* has been in an unseaworthy condition—how many accidents have happened to her within the last few years, and how many times she has passed inspection during her past and present ownership, when she should not have done so? These things will not be hard to ascertain, as her condition was pretty well known. I write this simply that wrong may be exposed, and that the public may know through what dangers they are passing. I would also like to know why the Coroner's inquest terminated (I understand it has terminated) before it was ascertained how many were lost. STEAMBOAT.

GENERAL CITY NEWS.

A Dispute Between Politicians.—Two well known local politicians—Ex-Alderman Coulter and a brother of Alderman Masterson—had quite a lively dispute in the City Hall about noon yesterday. A large crowd collected round the disputants, and it was supposed that the quarrel—the cause of which did not appear—would not be settled without a resort to arms, or at least fists. Masterson informed the crowd that Coulter was not in the habit of paying his bills, whereupon Coulter, who is a builder, informed them that Masterson, while engaged in superintending for him the erection of a certain engine-house, charged him $2 50 per day for inspection, while he was not there one-half of the time; and furthermore, that he refused to certify Coulter's bills, in order that his time as inspector might be extended. Thereupon Masterson rolled up his cuffs and declared Coulter to be—untruthful in his statements. As Coulter did not appear to be at all alarmed by these demonstrations, Masterson subsided, and after the exchange of a few more compliments the disputants separated.

Recovery of Judgments Against the City.—Judgments to the amount of eight or nine thousand dollars have lately been recovered against the city, for work done in the Street Department. The cause of the non-payment of the bills was the want of money—the appropriation being exhausted. Eighty-four judgments in all were recovered, in seventy-eight of which Thomas C. Fields acted as attorney, and in six Henry Parsons. The warrants in satisfaction of these judgments have been drawn by the Comptroller, and now await the Mayor's signature; but it is understood that His Honor declines to sign them, on the ground that the costs in each suit amount to about $60, and he is advised that it is contrary to the usual legal practice to take costs in each suit when they are all of the same character. Mr. Fields had an interview with the Mayor's Clerk yesterday morning, and threatened that if the warrants were not signed and delivered to him immediately, he would get out an execution against the property of the corporation. Thus the matter stands for the present.

Pic-nic of the New-York Union Musical Association.—The second annual pic-nic in aid of the Orphans' and Widows' Fund of the New-York Union Musical Association, formed by natives of Holland, took place last Tuesday evening, at Lion Park. The company was a select one, and the festival honored by the presence of the Commodore and officers of the Dutch man-of-war, the *Watergeus*, now in this harbor. The officers were welcomed by the performance of the Dutch national airs, executed by the association and a fine band of music, and were addressed by Messrs. Streitski, de Leeuw, Lion, Dr. Coster and others. The party was a very pleasant one, and every attention was paid by the committee to their guests.

An Unsafe Ferry-Boat.—The Jackson Ferry Company run the ferry-boat *Seneca* between Brooklyn and New-York, carrying several thousand persons to and fro daily. In event of accident she has *one life preserver*, large enough to float two small cats, one boat-hook, no small boat, and one bucket. Such is the condition of her appliance for saving life in case of a disaster by collision or fire; yet a certificate may be seen in her cabin, signed by Government inspectors, who certify that "in our opinion she is in a good condition to carry freight and passengers on the waters of New-York."

Funeral of Bishop Potter, of Pennsylvania.—The funeral of Bishop Potter, of Pennsylvania, whose remains arrived from California in the steamship *Costa Rica* yesterday, will take place from Christ Church, Philadelphia, at 4 o'clock on the afternoon of Friday next, the 11th inst.

Found Dead.—Last evening, Bridget Egan, of No. 154½ East Eleventh-street, was found dead in her bed. She was about 30 years of age. The cause of death is unknown. Coroner Wildey will hold an inquest this morning, at the Seventeenth Ward Police-station.

BROOKLYN NEWS.

Brooklyn Commerce.—The number of permits granted at the Mayor's office for vessels to discharge cargoes, for three months, ending July 31, was as follows: Cargoes discharged in May, 174; in June, 185; in July, 193. Total, 552. The cargoes consisted of naval stores, cotton, hides, sugar and molasses, hemp, skins, guano, wood, timber, wool, glass, iron, salt, copper, soda, coal, logwood, coffee, &c. Of the vessels 12 were ships, 51 barks, 78 brigs, 30 schooners, and 2 steamers.

Dealing in Lottery-Policies.—John Ryan, John Ball and John Stanger were brought before United States Commissioner Newton yesterday, on the charge of dealing in lottery-policies without a license, or making the proper returns to the assessors and collectors of internal revenue. The Revenue Law provides that dealers in lottery-policies shall pay five per cent. of their gross receipts, and make returns of the same, under penalty of $500 fine and two years' imprisonment. The accused were held to bail in the sum of $5,000 each. The examination of Ryan was set down for the 17th inst., Stanger for the 18th and Ball for the 19th.

Robbing a Soldier.—A returned volunteer, while passing through Classon-avenue, near Van Buren-street, at a late hour on Tuesday night, was knocked down and robbed by two fellows, who took away his musket and $47 in greenbacks. The perpetrators escaped, as usual.

Williamsburgh.

Serious Accidents.—Yesterday afternoon a man, named V. Schmidt, residing at No. 12 Grand-street, Eastern District, and who is employed in the sugar refinery of Havemeyer & Elder, in First-street, was crushed fearfully about the breast by an elevator falling upon him. He was conveyed to his residence, and attended by Dr. Olcott. His recovery is doubtful.... About the same time, a man named McCaffrey, employed in a kerosene factory, on the north side, received a fracture of the right shoulder, by falling between two stills. He was taken to the Dispensary.

Singular Elopement.—The wife of Capt. Hobert Wonsor, lately residing at No. 12 Greenpoint-avenue, lately eloped from her home while the Captain was absent, taking with her $180 and all the household furniture. The parties have been living happily together for twenty-eight years. They sent two sons to the war, both of whom were killed. The third son, the youngest, was absent with his father at the time his mother disappeared, and upon learning what had happened he left for unknown parts. Mrs. Wonsor is about 45 years of age and of fine personal appearance.

Rowdyism at a Chuch Pic-Nic.—On Tuesday afternoon, while the members and friends of St. Mary's Chuch, of Winfield, Queen's County, were holding a pic-nic at St. Ronan's Well, near Flushing, a party of some twenty young ruffians engaged in a free fight, scaring the women and disturbing the whole party. Sergeant Roch of the Forty-seventh Precinct, was present with his family and undertook to arrest the most disorderly, but he was set upon by the crowd and very roughly handled. He succeeded, however, in arresting one of the party, named Thomas Rice, and handed him over to Constable McGowan, of Flushing.

Charge of Forgery.—Mr. John B. Houstain, residing in Leonard-street, near Devoe, was arrested and taken before Judge Dailey yesterday, charged by his son-in-law, Hamilton Bingham, with forging a check on the Williamsburgh Savings Bank, by which he obtained $600. The money, it seems, belongs to Mr. Houstain's wife. The Judge gave him time to procure legal advice. Immediately after this he was again arrested on a charge of abandonment, and gave bonds to answer.

NEW-JERSEY.

Tragic Ending of a Pic-Nic.—An inquest was held yesterday upon the body of Ernest Pabst, a resident at No. 97 Coles-street, Jersey City, who died suddenly the afternoon previous, while participating in a pic-nic of the German Quartette Clubs of Jersey City, which was being held at Gleim's Mount Pleasant Park, on Bergen Hill. It had been arranged that a wedding party should visit the grounds immediately after the marriage ceremony. At 5 P. M., the party arrived, when Mr. Pabst formed a circle of young ladies, who, with the Singing Clubs and the band, were to sing an ode of welcome. As the bride and groom were stepping upon the platform, Mr. Pabst raised his hand as a signal for the performance to commence, and as he did so fell forward upon his face, and expired a few minutes after being conveyed into the hotel. Deceased was a carpenter, and had been engaged in erecting platforms on the grounds, a plank walk across the meadow, and stairs leading up the hill to the grounds. A verdict of death by apoplexy was rendered. Deceased leaves a widow and two children.

Jersey City Common Council.—A special meeting of the Jersey City Common Council was held on Tuesday night for the purpose of receiving bids for cleaning the streets the ensuing year, removing the ashes and garbage, and to take action on the salary ordinance. The following bids for cleaning the streets, &c., were received and referred to the Committee on Streets, with power to enter into contract with the lowest bidder: Thomas Martin, $7,800; John Coar, $8,394; Edward Cullen, $8,000; Chas. McCann, $6,860; Thomas S. Shaw, $6,950; William Atchison, $5,500. The ordinance fixing salaries was then taken up and acted upon by sections. The Recorder's salary was raised from $700 to $1,000; the City Marshal's, from $1,000 to $1,200; Chief of Police, from $1,000 to $1,200; the Assessors' from $300 to $ 00. The remainder were left the same as last year. Upon the final passage of the ordinance, it was lost by a vote of 7 to 7.

Accident.—A child named Davis, three years of age, was run over by a horse car on the Plank road, near the Toll-gate, Jersey City, on Tuesday evening, and had one hand and its foot crushed by the wheel.

Evening Exchange.

$20,000	Am. Gold...s3	143¾	500	Cleve. & Pitts	70⅞
300	Erie Railway	87½	100	Brunswick Land	12⅝
100	do...b3	87½	300	do	12½
100	Chi. & N. W. Pr	63½	100	do	12½
200	do...b3	63⅝	100	do...s3	12¾

Market dull but firm.

[Advertisement.]

"To be, or not to be—that's the question."

Whether to suffer with mental anguish,
Feverish lips, cracking pains, dyspeptic agonies,
And nameless bodily suffering,
From want of nerve and unfounded prejudice;
Or, whether with sudden dash,
Jump into the general current,
Seize a bottle of PLANTATION BITTERS,
And, as Gunther swears, be myself a man again.
Three months it is since thus I thought
And spoke, with faith exceeding weak.
But Gunther said my eyes were sallow,
My visage haggard, my breath tremendous bad—
My disposition troublesome—in fact,
He gently hinted I was fast becoming
Quite a nuisance, and strongly insisted.
And it was thus I reluctantly yielded.
Four bottles now beneath my vest have disappeared.
Friends say, a changed man now is Jones.
My food has relish, my appetite is keen,
My step elastic, my mind brilliant, and
And nine pounds, avoirdupois, is added to my weight.
A gentle hint, followed before too late,
Quite gratifying to the tailor, as well as Dr. Drake.

[Advertisement.]

Herring's Patent Champion Fire-proof Safes, and Herring's new Patent Burglar-proof Safes, with Herring & Floyd's Patent Crystalized Iron—the only material which cannot be drilled—at No. 251 Broadway, New-York.

Movements of European Steamers.

FROM AMERICA.

Hibernia	Aug. 12	New-York	Glasgow.
City of New-York	Aug. 12	New-York	Liverpool.
New-York	Aug. 12	New-York	Hamburg.
Erin	Aug. 12	New-York	Liverpool.
Hibernian	Aug. 12	Quebec	Liverpool.
Asia	Aug. 16	Boston	Liverpool.
Circassian	Aug. 19	New-York	South'ton.
Lafayette	Aug. 19	New-York	Havre.

FROM EUROPE.

Lafayette	July 27	Havre	New-York.
Bremen	Aug. 2	Southampton	New-York.
Moravian	Aug. 3	Liverpool	Quebec.
China	Aug. 5	Liverpool	Boston.
Borussia	Aug. 9	Southampton	New-York.
Belgian	Aug. 10	Liverpool	Quebec.
America	Aug. 16	Southampton	New-York.

Havana, New-Orleans and Panama.

Eagle	Aug. 10	New-York	Havana.
Corsica	Aug. 12	New-York	Nassau, N. P.
Star of the Union	Aug. 12	New-York	New-Orleans.
Manhattan	Aug. 15	New-York	Vera Cruz.
Costa Rica	Aug. 16	New-York	California.
Ericsson	Aug. 19	New-York	Nicaragua.
Montezuma	Aug. 22	New-York	Kingston, Ja.

Departure of Ocean Mails.

Mails for Europe, via Liverpool, per steamer *City of New-York*, close on Saturday at 1:30 P. M.; for the German States, via Hamburg, per steamer *New-York*, at 10:30 A. M. of same day.

Mails for Nassau, N. P., per steamer *Corsica*, close Saturday at 10 A. M.; for New-Orleans, per steamer *Star of the Union*, same day at 1:30 P. M.

Departure of Domestic Mails.

East Mails close at	5 A. M., 1:30, 2:20 and 6 P. M.
Western and Southwestern Mails	5 A. M. and 4:15 P. M.
Long Island	5 A. M. and 2:30 P. M.
Newport and Fall River	4 P. M.
New-York Central Railroad	3 P. M.
North Mails	5 A. M. and 3:45 P. M.
North Mail, Way	5 A. M. and 2 P. M.
South Mail at	5 A. M., 4:30, 5:30 and 10:30 P. M.

Passengers Arrived.

In steamship Costa Rica, from Aspinwall—W. B. White, F. Beale, E. Richardson, James Irwine, W. F. Brown, H. D. Hoyt, R. G. Brown, wife and family, Miss Bragg, Miss Thompson, B. N. Sexton and wife, J. H. Voorhes, L. Thompson, J. B. Williams and wife, Mrs. Bishop Potter, Rev. F. M. McAllister, J. O. Sudden, wife and family, Miss Rice, Miss Lee, H. Mann, D. F. Douglass and wife, Miss E. A. Brown, Mr. Bruce, Mrs. H. F. Haskins, Mrs. R. S. Card, W. Green, wife and family, G. M. Jorslyn and wife, N. J. Geery, Mrs. Carman, Mrs. Gibson and child, A. Koningsberger, J. Volade, J. J. Lyons, L. Kennedy, Dr. G. L. Simons and child, G. E. Gray, N. Randall, P. Lanata, Mrs. Jones, Mrs. Housel and 2 children, Mrs. E. Carswell, Mrs. R. Ingraham and 2 children, B. Held, M. Marty, C. E. Keyser, H. Michles, C. Whiting, J. Young, J. N. Henderson, S. Kennedy, S. Hayes, R. E. Kenna, J. C. Baker and wife, D. S. Baldwin, W. F. Fiske, W. C. Sinclair, Miss H. M. Dubois, Miss Thatcher, Mrs. Tucker and infant, Mrs. Gleason and infant, Mrs. E. G. Cutter and child, J. Meland, R. B. Torrance, E. B. Echstein, S. H. Hodges, Mrs. H. Beard, Mrs. W. H. Martin and 2 children, Miss M. E. Shotwell, Mrs. R. Lowery, Miss M. Wright, Mrs. Boehm and 2 infants, E. A. Turner, wife and infant, J. O. Drinkler, H. Beards, L. G. Blais, N. Boke, G. F. Wright, L. Veremysse, H. McBride, J. L. Hall, Wm. Ridgely, wife and 3 children, J. A. Fonda, A. Meyer, B. S. Levy, G. R. Fardon, B. S. Proctor, Mrs. F. Faulhaber, daughter and child, Mrs. Hopkins and infant, C. E. Williams, H. H. Hall, S. C. Hopkins, G. Thatcher, Miss D. C. Toney, M. Blanding and wife, E. S. Jorslyn and wife, J. Kramer, Mrf. F. J. Esterlee and child, J. Hart, Mrs. H. M. Gluch and child, J. Bennett, W. H. Cleveland, S. S. Wilson, H. Crowell and wife, Samuel Smith, J. White, Mrs. Gilbert and 4 children, James Adams, A. H. Dorr, E. Earl, John Earl, N. M. Barnett, M. S. Clements, Capt. Howes and wife, T. J. Ward, R. A. Southwick, Mrs. P. B. Bacon, M. O. Davidson, F. Todd, W. Barstow, Mrs. C. Burton, J. D. Reid, C. D. Eaton, E. F. Beale, A. Wade, Mr. Mocatta and child, Capt. Norton, M. D. Card, F. W. Ellison, Dr. Arosem, R. Merino, H. J. Jacobs, S. F. Carnes, Mr. Middleton, R. M. Samayoa, F. C. Samayoa, M. Garcia, D. Bonito, M. Mana, A. Gomor, R. Mewschaffer, B. Bernard, Mr. Heiss, wife and niece, T. P. Scully, E. A. Shields.

Aug. 9.—*In Steamship Cuba, from Liverpool.*—Dr. J. O. Burt, lady, child and nurse, Miss Ada Coolidge and servant, Mr. T. Williams and lady, Mr. W. J. Brigham and lady, Mr. Beach, lady, two children and two nurses, Mr. C. O. Stevens, Mr. Campion, Capt. Campion, Mr. Marburg and child, Mr. Hodgson, Mr. Thomas Russell, Mr. Eisinnmannt and lady, Miss Adah Isaacs Menken, Lady Stuart, Mr. Richards, lady, three children and nurse, Mr. D. Ramsden, Mr. Thomas Wagner, Mr. F. Hinck, Mr. James Johnston, Mr. W. T. Othnian, Mr. Maretzek, Mr. T. N. Howell, Mr. E. Seyd, lady, two children and nurse, Mr. George C. Little, Mr. G. P. Clapp, Mr. N. B. Falconer, Mr. G. C. Anderson, Mr. Reuter, J. B. Kelly, A. Gujer, J. S. Martin, Fred. Tinson, S. Morton, Mrs. Simpson, Mr. Robinson, Mr. Lang, E. L. Crabbe, Mrs. Crabbe, Miss Crabbe, E. O. Brigham and lady, Miss Stephens, Mast. H Eyre and brother, H. P. Clyde and lady, O. Crease and lady, F. R. Dalby, Mr. Brooks and lady, J. Sloane, R. Nicol, J. G. Furino, G. L. Furino, Ricardo Morell, J. Solez, J. H. Porter, lady and two children, Rev. Parks Smith, H. Wickelsham, Mr. Arnold, Mr. Arce, W. H. Beare, M. Martinez, H. Rodgers, D. O. Sullivan, Francis Spier, Thos. Maddock, G. B. Betts, E. C. Betts, G. H. Morrison, Mr. Partridge, J. W. Molle, H. R. Dyett, Jas. O. Connors, J. McShanahan, H. Lesley, Capt. Jenks, R. Clarke, S. Dalrymple, Capt. Ney and lady, L. Dean and lady, J. Cottnach, Mr. Yale, G. H. Lee, R. Pattison, Miss F. McMurdo, D. M. Lauri, Mr. Reilly, Mrs. F. Mathews and infant, Mr. Whelan, H. Blum, J. F. Kent, W. Valentine and brother, James F. Miller, W. Churchill, Wm. Burkit, J. H. Marshall and lady, James Stewart, W. Bowdain, Mr. Earle, E. M. Sunderland, Mr. Genereaux, A. Mack, J. Strouse, Mrs. Hutton and servant, Mr. J. H. Cook and lady, Wm. Kidd, E. C. Kidd, J. Carver and lady, Mr. Fiora, W. Brooks and lady, Mr. Madonna, Mr. Edwards and lady, E. Hutton, A. Michelsburg.

MINIATURE ALMANAC—THIS DAY.

Sun rises	5 05	Sun sets	7 06	Moon rises	9 04

HIGH WATER—THIS DAY.

Sandy Hook	9 50	Gov. Island	10 39	Hell Gate	12 01

MARINE INTELLIGENCE.

NEW-YORK....WEDNESDAY, Aug. 9.

Cleared.

Steamships Albemarle, Bourne, Norfolk, City Point and Richmond, Livingston, Fox & Co.; Creole, Thompson, Norfolk, City Point and Richmond, G. Heineken & Palmore; Western Metropolis, Hilton, New-Orleans, W. H. Robson & Co.; Starlight, Pedrick, Charleston, A. Leary; Salvor, Morgan, Boston, Whitney & Hathaway; United States, Share, Savannah, Wakeman, Gookin & Dickinson; City of Dublin, (Br.,) Eynon, Liverpool, J. G. Dale; Northern Light, Weir, New-Orleans, J. A. Raynor.

Ships David Hoadley, Hayden, Mobile, Smith & Dunning; Atmosphere, (Br.,) ——, Tapscott Bros. & Co.; Wm. Tapscott, Bell, Liverpool, J. T. Tapscott.

Barks Sarah Hobart, Croster, Philadelphia, J. Henry; Conquest, Howes, Cette, Bassett & Nickerson.

Brigs Forester, Murray, Elizabethport, Holyoke & Murray; Alex. Nichols, Tracy, Lingan, Thompson & Hunter; Lotus, (Br.,) Fowler, Lingan, Brett, Son & Co.; Bolivar, (Br.,) Christian, ——, Ribon & Munox; J. C. Clark, Freethey, Lingan, Thompson & Hunter; Annie M., (Br.,) Kennedy, Jeremie & Hayti, Brett, Son & Co.

Schooners Princess, Lovell, Portsmouth, N. H.; G. W. Hynson, Shaw, Philadelphia, E. H. Kreemer; A. T. Rowland, Raynor, Baltimore, G. N. Stranahan; N. L. Compton, Duhay, Richmond, Van Brunt & Slaght; Ann Leonard, (Br.,) Campbell, St. Andrew's, N. B., Jed Frye & Co.

Sloop J. H. Borden, Collins, Fall River.

Arrived.

Steamship America, Clift, Savannah Aug. 5, with mdse. and passengers to Wakeman, Gookin & Dickinson. Aug. 6, lat. 33 15, lon. 77 20, spoke brig Montrose, of Thomaston, Me., from St. Jago for Baltimore. 7th, 12 miles N. of Hatteras, passed steamship Nevada, hence for Savannah.

Steamship Cuba, (Br.,) Stone, Liverpool July 29, and Queenstown 30th, at 4:10 P. M., with mdse. and passengers to E. Cunard.

Steamship D. H. Mount, Packard, Washington, D. C., 70 hours, with ordnance to U. S. Assistant Quartermaster.

Steamship Costa Rica, Tinklepaugh, Aspinwall July 31, 8 P. M., with treasure and passengers to D. B. Allen.

Steamship Columbia, Barton, Havana Aug. 5, with mdse. and passengers to Spofford, Tileston & Co.

Steamship Morning Star, Nelson, New-Orleans Aug. 2, and S. W. Pass 3d inst., at 8:30 A. M., with mdse. and passengers to J. A. Raynor.

Steamer Cosmopolitan, Crocker, Hilton Head 62 hours, with 82 sick and wounded soldiers.

Ship Talisman, (Fr.,) La Forester, Liverpool 42 ds., with coal to order.

Bark Argentina, (Norw.,) Schoyen, Malaga 42 ds., passed Gibraltar June 30, with wine, oil, etc., to order.

Bark Sacramento, Hussey, Fajardo, P. R., 12 ds., with sugar, etc., to Pierson & Collins. Aug. 4, off Hatteras, saw brig Harriet, of Portland, from Cienfuegos for New-York.

Bark Quindaro, (of Pictou, N. S.,) Stanwood, Cow Bay 23 ds., with coal to Thompson & Hunter.

Bark Cienfuegos, Cole, Cienfuegos 16 ds., with sugar to Ponvert & Co.

Bark Sea Gem, Pettigrew, Sagua 11 ds., with sugar, etc., to order.

Brig Bride, (Br., of Yarmouth, N. S.,) Blauvelt, Silenus, P. R., 13 ds., with sugar and molasses to Boyd & Hincken. Left no vessels.

Brig Samson, Delano, Kingston, Jam., 17 ds., with logwood, etc., to F. Berthoud & Co.

Brig Industry, Ennis, Antigua 13 ds., with sugar to G. Wessels.

Brig Fanny Foulkes, (of Wilmington, Del.,) Swain, New-Orleans 19 ds., with cotton to master. July 21, Robert Anderson, of Liverpool, seaman, jumped overboard, and was drowned.

Brig E. Miller, (of Nassau,) Crumley, Nassau, N. P., 7 ds., with mdse. to F. T. Montell & Bartow.

Brig Hermina, (of Barbados,) Hauniford, Rio Janeiro 45 ds., with coffee to order.

Brig Avondale, Dix, Calais 8 ds., with lath to master.

Schr. B. C. Scribner, Hall, Cow Bay 28 ds., with coal to C. B. Swain.

Schr. Izella, Eaton, Matanzas 11 ds., with sugar to master.

U. S. schr. George Mongham, Haynes, Key West 11 ds.

Schr. Mary A. Lovett, Kimball, Newport, for Newburgh.

Schr. S. N. Hall, Babbitt, Portland, for Washington, with stone.

Schr. C. L. Vandervoort, Baker, Boston, for Philadelphia.

Schr. Augusta, Getchell, Rockland, with lime to Wm. S. Brown.

Schr. Mary, (of Liverpool,) Lewis, Bathurst, W. C. A., 35 ds., with peanuts to J. & H. Auchincloss. Left no vessels.

Schr. Francis Hatch, (of Baltimore,) Cheveral, Savannah 12 ds., with cotton to master.

Schr. Eliza S. Crowell, Smith, Norwalk, for Elizabethport.

Schr. Mabel Hall, Hall, Rockland, with granite for Navy-yard.

Schr. Ada Herbert, Crowell, Gloucester, with fish to F. Crowell & Co.

Schr. Thomas B. Smith, Kelly, Albany, for New-Bedford.

Schr. Maria L. Hall, Lawrence, Portland, Conn., for Troy.

Schr. A. M. Acken, Hale, Albany, for Providence.

Schr. Alfred Hall, Barlow, Providence.

Schr. J. W. Hine, Manson, New-Haven.

Schr. Zoe, Hall, Providence.

Schr. G. S. Adams, Adams, New-London.

Schr. A. G. Hazard, Jayne, Hartford, for Albany.

Schr. H. Lyman, Stannard, Stamford.

Schr. Josephine, Waterbury, Stamford, for Albany.

Schr. Gen. Grant, Hentz, Stonington.

Schr. Thomas Jefferson, Brewer, Hartford, for Albany.

Schr. Helen P. Morrell, Hartford, for Albany.

Schr. E. F. Meany, ——, Hartford.

Schr. Connecticut, Hayes, New-Haven.

Schr. Julia Smith, Bragg, Elizabethport, for Salem.

Schr. San Juan, Crockett, New-Haven, for Albany.

Schr. Andrew Stewart, Gilbert, New-Haven.

Schr. Island Home, Allen, New-Bedford

Schr. William, Fletcher, New-Haven.

Schr. Annie J. Russell, Hodges, Portland, Conn.

Schr. Joseph, Ponders, Port Jefferson.

SAILED—Steamships Scotia, Bavaria, Northern Light.

WIND—At sunset, S., light.

The schr. Ben. Browning is ashore on Blackwell's Island.

Below.

Brig Julia Kelly, from Windsor; has both topmasts gone; lost in a squall on the night of the 6th inst.

Bark Volunteer.

Also one ship and two brigs.

By Telegraph.

BOSTON, Aug. 9—Arr. ship Sylvia, from Liverpool; bark Lemuel, from Gergenta.

Foreign Ports.

[PER CUBA.]

Arr. from New-York, Rothsay, Albertina, Carmin, Vera Cruz, Britannia and Argo, in the Clyde.

Arr. from Callao, Mohawk, at Queenstown.

THE GREAT AMERICAN TEA COMPANY,

NOS. 35 AND 37 VESEY-STREET,

Are now opening a very fine invoice of MOYUNE TEAS, by the HAVERSHAM, which they are offering in lots to suit the country and city trade at cargo prices. In the invoice are very fine IMPERIALS and GUNPOWDERS, suited to Southern trade. Also, we are now offering a fine invoice of FOO CHOW OOLONG, by the COREA, among which are some very fine lines.

GREAT AMERICAN TEA COMPANY,
Nos. 35 and 37 Vesey-st.

The Nation.

THIS DAY PUBLISHED, AUG. 10, 1865

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Financial Review.

It embraces among its regular or occasional contributors the following names:

Henry W. Longfellow,
James Russell Lowell,
John G. Whittier,
Samuel Eliot
(Ex-President Trinity College, Hartford),
Professor Torrey
(Harvard),
Dr. Francis Lieber,
Professor Goldwin Smith
(Oxford),
Professor Child
(Harvard),
Henry James,
Charles E. Norton,
Judge Bond
(Baltimore),
Edmund Quincy,
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(Yale),
Professor D. C. Gilman
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Patented
French Yoke
SHIRTS.

Warranted to fit, and to be

CHEAPER

for the same qualities and make than those of any other Shirt House in this city.

Circular containing drawings and prices sent free.

For sale by all the principal dealers throughout the United States.

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TO THE LADIES

Use PERRY'S Moth & Freckle Lotion, which is prompt, infallible & harmless. Prepared only by Dr. B. C. PERRY, 49 Bond St., New York, Sold by all Druggists. Price $2 a bottle. Send for Circular

Wholesale in New-York by DEMAS BARNES & CO., No. 21 Park-row; F. C. WELLS & CO., No. 115 Franklin-st.; McKESSON & ROBBINS, No. 91 Fulton-st.; LAZELL, MARSH & GARDINER, No. 10 Gold-st.; DUDLY & STAFFORD, No. 69 Beekman-st.; CHAS. N. CHITTENDEN, No. 38 6th-av.; also, by all the principal wholesale dealers in the city.

SHIRT NOTICE.

P. F. SMITH & FOWLER, manufacturers of Shirts and Ties, No. 36 Warren-st., hereby notify CONSUMERS that their celebrated "Sea Island"* "soft finish" WHITE SHIRTS, which are retailed on Broadway and elsewhere as high as $4 50—*never less than $4 each*—can now be obtained at their new Retail Department, No. 3 PARK ROW, opposite the Astor House, at THREE DOLLARS EACH, the lowest wholesale price. Six shirts will be sent by express "C. O. D.," and can be returned at our expense if not found satisfactory. Men's furnishing in great variety. Superior linen collars $2 per dozen.

*Trade Mark—Entered according to act of Congress.

ALES.

MACPHERSON & DONALD SMITH,
(Late styled Smith & Brother,)
New-York.

BREWERS OF
EAST INDIA AND FINE PALE ALES AND PORTER,
FOR CITY AND SOUTHERN USE.

These Ales and Porter are of improved quality, brewed with great care, pleasant, nutritive, and strengthening, and can be relied on for purity.

Brewery, West 18th-st., between 7th and 8th avs.

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KENTUCKY—Extra Class No. 475, Aug. 9, 1865.
43, 44, 60, 38, 68, 67, 46, 76, 52, 5, 28, 49.
KENTUCKY—Class No. 476, Aug. 9, 1865.
28, 47, 6, 68, 38, 56, 21, 19, 87, 33, 24, 3.
SHELBY—Extra Class No. 375, Aug. 9, 1865.
30, 36, 1, 63, 46, 26, 58, 19, 31, 48, 10, 15.
SIMMONS, FRANCE & CO., Managers.
SHELBY—Class No. 376, Aug. 9, 1865.
23, 30, 37, 69, 61, 34, 59, 7, 36, 19, 3, 38.
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